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Chinatown YMCA Project

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Draft EIR Publication date: March 23, 2002
Draft EIR Public Hearing Date: April 25, 2002
Draft EIR Public Comment Period: March 23 – May 7, 2002

Written comments on this document should be addressed to:

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Draft Environmental Impact Report

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I. SUMMARY

A. INTRODUCTION

This document is a Draft Environmental Impact Report (DEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the proposed demolition of the existing historic Chinatown Y building, and the construction of a new, larger seven-story building that would contain youth, community, and health/fitness facilities, and residential dwelling units. CEQA requires that an Environmental Impact Report (EIR) be prepared for any project to be undertaken or approved by a local or State agency that may have a significant effect on the environment (California Public Resources Code, Section 21000).

An application for environmental evaluation for the Chinatown YMCA Project (the "Project") was filed on August 13, 1999. On the basis of the Initial Study published on July 14, 2001, the San Francisco Planning Department determined that an EIR is required. (See Appendix A for a copy of the Initial Study.) The Lead Agency responsible for preparing the EIR on the Project is the Planning Department for the City and County of San Francisco. This EIR is intended to provide sufficient and accurate environmental documentation to allow the San Francisco Planning Commission to make an informed decision concerning the proposed Chinatown YMCA project.

B. PROJECT DESCRIPTION

The project site is located at 855 Sacramento Street, in the block bounded by Grant Avenue and California, Stockton, and Sacramento Streets in Chinatown, and is located on the south side of Sacramento Street. The site is located on the east slope of Nob Hill, and slopes downhill toward the east. The existing historic Chinatown Y building was built in 1926. The project site is located in the Chinatown Residential Neighborhood Commercial (CRNC) Zoning District, and a 65-A Height and Bulk District.

The YMCA, the project sponsor, proposes to demolish the existing 45-foot-high, three-story building with basement, containing a total of 28,200 square feet (sq. ft.), of which 21,850 sq. ft. is community, physical fitness and recreation space, 5,250 sq. ft. is residential use, and 1,100 sq. ft. is for miscellaneous uses

such as storage, mechanical and loading. The existing residential use consists of a total of 31 rooms, of which 21 rooms are residential hotel units and ten rooms are transient hotel units. The 1976 Architectural Survey conducted by the San Francisco Planning Department assigned the existing building an overall rating of 1 (where 0 is the least important and 5 is the most important) to the building, indicating that it is of contextual value.

The proposed replacement building would be seven stories and 65 feet high, with the first floor partially below grade. The proposed project would contain approximately 84,190 sq. ft., of which approximately 37,170 sq. ft. would be affordable housing (28 units) and about 47,020 sq. ft. would be YMCA space (community, physical fitness and recreation space), which would include one off-street parking space. The 28 affordable dwelling units would consist of two studios, nine one-bedroom units, three two-bedroom units, thirteen three-bedroom units and one four-bedroom unit. The entrance to the YMCA facility would be off Sacramento Street; the entrance to the housing units would be off Sabin Place, which is a dead-end alley off California Street.

Following completion and certification of the Final EIR, the project would require the following approvals:

- Planning Commission conditional use authorization for exceeding the lot size limitation of 5,000 sq. ft., the use size limitation of 2,500 sq. ft., the street frontage building limitation of 50 feet in width, replacement of the existing residential units, and a finding that the project is consistent with the Priority Policies of Section 101.1 of the *Planning Code* and applicable Objectives and Policies of the *General Plan*.
- A variance from the off-street parking requirements for dwelling units to reduce the required off-street parking spaces from the *Planning Code* requirement of 28 spaces to none.
- Determination by the Zoning Administrator that the location of the 25 percent rear yard at the first residential level and above could be located elsewhere on the site.
- A condominium map to create an air parcel for the affordable housing component. The condominium map would require a finding of consistency with the *General Plan* by the Planning Commission, approval by the Department of Public Works, and, if the tentative map is appealed, approval by the Board of Supervisors.
- The Department of Public Works approval of a minor encroachment permit for the curb cut for the one-car garage off Sabin Place and sidewalk/street improvements, and the location of any street trees proposed to be planted.
- Planning Commission approval of the demolition application and building permit application.
- Department of Building Inspection approvals of demolition and building permits.
- A permit to convert and to demolish the residential hotel units will require approval by the Planning Commission and the Department of Building Inspection. Action on the permit to convert and to demolish the residential hotel units is appealable to the Board of Permit Appeals.

The Recreation and Park Commission made a determination on February 21, 2002 that the shadow impacts on the Chinese Playground would be insignificant. The Planning Commission will consider the shadow impacts of the proposed project and determine whether or not those impacts are significant and/or adverse at the public hearing on the Draft EIR.

Project construction would take approximately 15 months. The estimated construction cost of the proposed project is approximately \$12,000,000. The project sponsor is the YMCA of San Francisco and the project architect is ED2 International.

C. MAIN ENVIRONMENTAL EFFECTS

This environmental impact report for the Chinatown YMCA project focuses on the issues of shade and shadow, historic architectural resources and transportation. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. (Please see the Initial Study, included in this document as Appendix A, for analysis of other environmental issues.) In addition, this environmental impact report discusses land use and visual quality for informational purposes, although these impacts were found to be less than significant in the Initial Study.

Land Use

The project site is within a Chinatown Residential Neighborhood Commercial (CRNC) Zoning District and a 65-A Height and Bulk District.

The San Francisco *Planning Code* describes the Chinatown Residential Neighborhood Commercial District as a daytime-oriented district that provides local and regional specialty food shopping, and contains a significant amount of housing as well as major community institutions supportive to Chinatown and the larger Chinese community. Planning controls are designed to preserve neighborhood-serving uses, protect existing residential units and the residential livability of the area, and promote new residential development and institutional uses compatible with the existing small-scale mixed-use character of the area.

The area surrounding the project site contains a mixture of commercial and residential buildings whose character reflects the mix of styles and uses of the Chinatown district. Grant Avenue, comprising the heart of the Chinatown district, is lined with predominantly three- and four-story buildings housing ground-floor retail shops with office, residential, and small scale institutional (e.g. Chinese Family Associations) uses above. Stockton Street near Sacramento Street has one- to seven-story buildings

with a mixture of residential and service uses. On Sacramento Street between Stockton Street and Grant Avenue are the Chinese Playground located across the street from the existing Chinatown YMCA, and buildings of two to six stories with primarily residential uses and some ground-floor commercial uses, including the historic three-story brick Chinese Baptist Church building located immediately east of the Chinese Playground.

Sacramento Street west of Stockton is primarily occupied by apartment buildings ranging in height from 3 to 21 stories along with a neighborhood center, a residential hotel, and the facilities of a social services agency housed in the historic Donaldina Cameron House (the Occidental Board Presbyterian Mission House).

South of the site, Sabin Place, a dead-end alley, leads from California Street to the southern boundary of the project site. On California Street, east of Sabin Place and south of the project site, is a seven-story brick office building. West of Sabin Place and immediately south of the project site is a private parking lot for about 30 cars that fronts onto California Street. West of the parking lot and southwest of the project site is a seven-story, 60-unit apartment building.

Visual Quality

The Initial Study found visual quality and urban design effects less than significant; however, a discussion is included in this Draft EIR for informational purposes. The proposed project would replace the existing 45-foot high, approximately 28,200 square foot (sq.-ft.) Y building with a 65-foot high, approximately 84,190 sq.-ft. structure.

The proposed project would increase the scale of development on the project site; the height and bulk of the new structure would be similar to or less than that of other buildings on California and Sacramento Streets. The project would not block scenic vistas from public viewing points.

The upper floors of the proposed building would incorporate varying front setbacks to reflect the topography of the site. The proposed building would be articulated with entrance portals, projecting bay windows, balconies and decks to create shadow lines. The recessed entrances, decks and balconies would create voids that would contrast with the solid planes. The punched window pattern with glazed elements reflects the predominant window treatment of the older existing buildings in Chinatown. The tile roofs or parapets are a common feature in many of the older Chinatown buildings.

Shade and Shadow

Shadow patterns for existing buildings in the project area, including the existing building on the project site, and for the proposed Chinatown Y building show that the proposed building would cast shadow on one property, the Chinese Playground, which is protected by Section 295 of the *City Planning Code*, the Sunlight Ordinance. At the times studied, except December 21st at 9:30 A.M., the area of the project shadow would be less than or the same as the area of existing shadow. For almost all of the times studied, the project shadow would lie entirely within the outline of the existing shadow. However, at certain times, primarily from mid-October to Mid-February, part of the project shadow would extend beyond the outline of the existing shadows. Overall, the project shadow coverage would be approximately 138,936 square-foot hours less than shadow coverage from the existing Chinatown Y building. The proposed building would increase sunlight access to areas previously shaded by the existing building, and would not have a significant shadow effect on the Chinese Playground.

Section 295 of the *Planning Code* does not automatically allow an increase of shadow beyond the existing shadow line on the Chinese Playground, even if the total effect of a proposed project would be an overall net decrease of shadow. The Recreation and Park Commission has determined that the proposed project would not have a significant adverse impact under Section 295. The Planning Commission will consider the significance of the shadow effects of the proposed project at the hearing on the DEIR.

Historic Architectural Resources

The Chinatown Y building is eligible or appears to be eligible for the National Register of Historic Places and the California Register of Historical Resources. The Chinatown Y building and site are listed as "Contributing" to the proposed Chinatown Historic District. The building is also rated "1" (of contextual value) in the 1976 *Citywide Survey*. Although not included in *Splendid Survivors*, additional survey work by The Foundation for San Francisco's Architectural Heritage (Heritage) rated the Chinatown Y building an "A", meaning of highest importance.

The Young Men's Christian Association was founded in London, England, in 1844 in response to unhealthy social conditions arising in large cities during the Industrial Revolution. The YMCA grew rapidly, and by 1854, there were 397 separate YMCAs in seven nations. In the United States during the Civil War, YMCA membership shrunk as members marched off to battle, but a rapid rebuilding followed the end of the war. At this time, the focus was on saving souls, and YMCAs were run almost entirely by volunteers. Most associations perceived the need for full time staffing when YMCAs began putting up buildings in large numbers in the 1880s. In the last half of the nineteenth and first half of the twentieth

I. SUMMARY

centuries, the American YMCAs sent workers by the thousands overseas, both as missionary-like YMCA secretaries and as war workers. Funds left over from war work helped in the 1920s to spur a YMCA building boom, outreach to small towns and counties, work with returning African-American troops, and the blossoming of YMCA trade schools and colleges. The Chinatown Y building was built during this period.

The Great Depression brought dramatic drops in YMCA income, and when direct relief was taken over by the federal government in 1933, the YMCA reevaluated itself, resulting in an increased focus on social problems, partnerships with other social welfare agencies, and broad-based programs for the unemployed. During World War II, YMCAs around the world assisted prisoners of war, displaced persons, and refugees, and the US YMCA helped form the United Service Organization (USO). By the close of the war, the YMCAs had changed. Sixty-two percent were admitting women, families were the new emphasis, and all races and religions were included at all levels of the organization. The rapidly expanding suburbs drew the YMCAs with them. In response to social changes in America during the late 1960s and early 1970s, larger outreach efforts were taken up by community YMCAs. After 1975, the old physical programming featured by YMCAs for a century began to revive as interest in healthy lifestyles increased nationwide. By 1980, pressure for up-to-date buildings and equipment brought on a boom in construction that lasted through the decade, and child care for working parents combined with health and fitness, camping, and residences as a major source of YMCA income.

The first YMCA in San Francisco was established in 1853, and a YMCA serving Asians was first established in 1875 in San Francisco to serve the large local Chinese population. The Chinatown YMCA was established in 1911, and held programs in various venues until it was able to raise money for construction of the existing Chinatown YMCA, which was designed by architect Frederick Meyer, and dedicated on February 16, 1926 (Chinese New Year).

In the early twentieth century, numerous Beaux-Arts-inspired revival styles, such as the palazzo form utilized for the design of the Chinatown Y building, were popular. This period featured a flourishing of classical principles, found in the academic mix of Paris' Ecole des Beaux Arts, and based in the classical architecture of Greece and Rome and, by extension, the later interpretations of the classical found in French and Italian Renaissance. Buildings were modeled on the tripartite form (base, shaft, capital) of the classical column. The Italian palazzo became one of the primary three-dimensional expressions in building form of this tripartite philosophy, with its rusticated base, a simplified mid-section representing the shaft, and an elaborate top element and cornice representing the capital. Endless reinterpretations of this building type are found throughout the urban America of the period. Architect Frederick H. Meyer, architect of the Chinatown Y with partner Albin Johnson, demonstrated a heavy reliance on this

prototypical form, as seen in such examples as the Rialto Building, the Financial Center Building and the Bethlehem Shipyards Administration Building, among others. The form served as a basis for Meyer's endless reinterpretation, rather than becoming formulaic.

The Chinatown Y building was conceived as an athletic facility with an administrative and small hotel component. The four-story concrete and steel frame building features a floor plan in the form of the letter "L," with a one-story gymnasium structure hidden behind this mass. Similar facades along Sacramento Street and facing the playground give the building the appearance of a solid block, but the rear of the building features a court over the gymnasium that brings light into the interior. The building's horizontal mass is expressed in a tripartite horizontal layering with the rusticated ground floor forming the base of the structure, and floors two through four forming the essentially undecorated mid-section of the building. The elaborately decorated cornice forms the top layer of the composition, expressed as a single unit with sinocized brackets, tiles, and tile roofing. An enframed composition at the building's original entrance features Renaissance forms, overlaid with Chinese motifs. The Sacramento Street facade is subdivided into seven equal vertical window bays. On the principal (east) facade, the end bays are subtly articulated with the placement of copper rainwater leaders. The central section features elaborate terra cotta banding, and the expression of projecting balconies at the centers of the top two floors. At the street level, a series of tall round-topped windows rests atop the rusticated basement level.

Although the original design of the Sacramento Street facade was relatively plain, the east facing Main facade and entrance faced onto a terrace overlooking the play area that was elaborately decorated. A pair of carved wooden doors beneath the hooded entrance emphasized the importance of the entry. Above the entry were the ceremonial balconies centered on the facade supported by stylized Chinese brackets. This formal entrance was one of the hallmarks of Meyer's work.

Although the building has remained largely unchanged, it underwent an Americans with Disabilities Act (ADA) upgrade in 1997 that relocated the entrance to the Sacramento Street facade and provided the building with an accessible entrance. The original entrance, along the building's east facade, was approached through the elaborate entrance gate that led up to a terrace. The gate remains, but its original wrought iron designs have been replaced. Also gone is the elaborate terra cotta balustrade. The interior still shows the exposed structural frame that has been stenciled in Chinese designs, but all other evidence of the once-formal, elaborately designed interiors has vanished under subsequent remodels.

Frederick H. Meyer was one of the most prolific architects to work in San Francisco around the turn of the century. In a career that spanned six decades, he designed a variety of building types and adapted

to changing architectural tastes. Although he began in an era in which most prominent architects were educated at the Ecole de Beaux Arts, Meyer, locally born and trained, drew upon other sources. The contemporary Chicago School heavily influenced Meyer's work, and his office buildings, which constituted the bulk of his output, stand out today from the work of his Paris-educated contemporaries.

Frederick Meyer began as a draftsman, and in 1900 he took a job with Newsom and Newsom, well-known throughout California as the designers of some of the most exuberant and overwrought Victorian residences, including the Carson House in Eureka. Later Meyer became a partner in the firm. In 1902, Meyer formed a partnership with Smith O'Brien, and produced some of the most notable structures in turn-of-the-century San Francisco, including the Rialto Building, 116 New Montgomery Street (1902); the Monadnock Building, 673-687 Market Street (1906); the Humboldt Bank Building, 783-785 Market Street (1906); the Hastings Building, 180 Post Street (1908); the Foxcroft Building (demolished), 68-82 Post Street (1908); and the Cadillac Hotel, 380 Eddy Street (1909), City Landmark Number 176. The Rialto Building, designed after a trip to Chicago in 1902, was an office building without precedent in San Francisco. This ten-story skyscraper introduced many Chicago-inspired innovations, including the H-shaped plan for the floors above the ground floor that maximizes the amount of perimeter wall, thus bringing natural light and air to interior offices. The resulting light well of the Rialto breaks up what could have been an overwhelmingly massive street wall, occupying nearly a quarter of a block.

Meyer's repertoire also included hotels, industrial buildings, community halls, first-class apartment houses, breweries, private residences, power substations, an entire shipyard, and one of the nation's first multi-level parking garages, the Post-Taylor Garage at 569 Post Street (1922). In 1912, Frederick Meyer, John Galen Howard, and John Reid, Jr., three of the city's most distinguished architects, collaborated on the design of the Exposition or Civic (now Bill Graham) Auditorium (1914), a contributing structure in the Civic Center Historic District.

During the 1920s, Frederick Meyer established a partnership with Albin R. Johnson. Their most prominent commissions include Terminal Plaza at 440-454 Mission Street (1920), the Elks Club at 450-460 Post Street (1924), and the Financial Center Building at 405 Montgomery Street (1927). In addition to the Chinatown Y building, Meyer also designed the Embarcadero YMCA (1924) and the YMCA Hotel (1926) at 351 Turk Street. Like most of his contemporaries, Frederick Meyer did not complete many notable projects during the Depression and World War II. Nonetheless, as one of San Francisco's leading architects and businessmen, he continued to serve in important civic positions.

After the Second World War, Frederick Meyer teamed up with Albert Evers and designed several office buildings in what has come to be known as "Corporate Modernism." The most prominent of these

include the (demolished) Cahill Building at 320 California Street (1946); 530-550 Kearny Street (1957); and the (altered beyond recognition) Occidental Life Building at 550 California Street (1960). Meyer, working up to his last days, died on March 6, 1961, at eighty-four years of age.

The San Francisco Landmarks Preservation Advisory Board has acknowledged the importance of Meyer's work through the designation of several of his buildings as city landmarks. These include the Cadillac Hotel at 380 Eddy Street (1909), PG&E Station J at 569 Commercial Street (1914), and the Deutsches Haus at 601-625 Polk Street (1913). A contributing structure within both the local and National Register Civic Center Historic Districts is the Civic (Bill Graham) Auditorium which was designed by Meyer, in collaboration with John Galen Howard, and John Reid, Jr. The Union Iron Works Administration Building (Illinois and Twentieth Streets) and the Columbus Savings Bank (700 Montgomery Street), which is a contributing structure in the Jackson Square historic district, have both been nominated as city landmarks, but neither has yet completed the designation process.

The Chinatown Y building has been surveyed for historic significance four times between 1979 and 1990, and each survey has indicated that the building appears eligible or is eligible for listing on the National Register of Historic Places both singly and as part of a district. This is based on the building's association with important events or patterns of history (the earliest of the YMCAs to focus on Asian-Americans, a unique position in the historic trends of cultural awareness and assimilation) and persons (Scotsman Captain Robert Dollar, who was associated with fund-raising for the Chinatown YMCA, was a leading businessman and philanthropist in the history of San Francisco), and for its importance in design or construction (as a sinocized building that was a stylistic result of the major wave of Chinese immigration that transformed Chinatown from a conventional San Francisco business neighborhood to picturesque tourist destination, as a palazzo form office block of the Beaux Arts sensibility that looked to the past for aesthetic inspiration and to the future for the practical necessities of construction, as a work of the master architect Frederick Meyer, and as a building of high artistic value).

For similar reasons, the building and site satisfy the requirements for listing in the California Register of Historical Resources.

San Francisco does not have a uniform historic building registry, relying instead on local ratings systems including:

- 1) Landmarks Article 10 of the San Francisco *Planning Code*;
- 2) Downtown Preservation Buildings Article 11 of the San Francisco *Planning Code*;
- 3) Architectural Surveys; and
- 4) The National Register of Historic Places (discussed in National Register, above).

I. SUMMARY

The Chinatown Y building is not listed in either Article 10 or Article 11 of the San Francisco Planning Code.

The Chinatown Y building is listed in one local Architectural Survey, the *1976 Citywide Survey*. The *1976 Citywide Survey* was compiled by the San Francisco Planning Department and inventoried the city's approximately 146,000 structures. The findings document 10,000 of these structures (about 5 percent of the city's total), which were given ratings ranging from a low of "0" to a high of "5." The Chinatown Y building was rated "1" (of contextual value) in the survey.

The Foundation for San Francisco's Architectural Heritage surveyed all of the structures in San Francisco's C-3-O (Downtown Office) zoning district, as well as many additional sites in secondary downtown survey areas, and published the results as *Splendid Survivors* in 1979. Although not included in *Splendid Survivors*, additional work by Heritage rated the Chinatown Y building an "A", meaning of highest importance.

On the basis of the information discussed above, the Chinatown Y building is considered an historical resource under CEQA, and the proposed demolition of the building would be a significant adverse impact.

Transportation

The transportation study performed for the proposed project reviewed conditions at four key intersections in the vicinity of the project site. Three of the intersections (Stockton Street/Clay Street, Grant Avenue/California Street, and Grant Avenue/Sacramento Street) operate at Level of Service (LOS D) or better during the P.M. peak hour, with delays ranging from 17.3 to 33.0 seconds per vehicle. The intersection of Stockton Street/Sacramento Street currently operates at Level of Service (LOS) E, with an average delay of 40.3 seconds. At this intersection the westbound (uphill) approach experiences significant congestion and delays. Traffic operating conditions at the study intersections are often affected by localized congestion and congestion at Union Square and the downtown area that spills back into Chinatown on Stockton and Kearny Streets. (Intersection service levels range from LOS A, which indicates free flow or excellent conditions with little delay, to LOS F, which indicates congested or overloaded conditions with extremely long delays. The City of San Francisco considers LOS A through D to be acceptable traffic conditions at an intersection, while LOS E and F are considered unacceptable.)

The project as proposed is estimated to generate about 414 net-new weekday P.M. peak hour person-trips, of which 17 would be new vehicle trips. Project-generated traffic would result in minor increases

in the average delay per vehicle at the study intersections, and all intersections would continue to operate at the same service levels as under existing conditions.

The proposed project would generate about 131 net new transit trips during the weekday P.M. peak hour. These transit trips would use nearby MUNI lines and transfer to other MUNI bus and light rail lines or regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit and BART. It is anticipated that most of the transit trips would be on the 1-California, 15-Third, 30-Stockton and 45-Union-Stockton in both the inbound (towards downtown) and outbound (away from downtown) directions. While many of these bus lines operate at or close to capacity in the outbound direction during the P.M. peak period, additional capacity exists in the inbound direction, and it is not anticipated that the addition of about 131 new transit trips would substantially affect transit conditions.

Parking would not be required by the *Planning Code* for the project's non-residential YMCA uses. Twenty eight off-street parking spaces would be required for the 28 residential units, although the Zoning Administrator may reduce this to a minimum ratio of 1:4, or seven spaces. The proposed project would provide one parking space, and would require a variance from the off-street parking requirements for dwelling units to reduce the required off-street parking spaces from the *Planning Code* requirement of 28 spaces to none.

The proposed project would generate a total parking demand of about 32 spaces, of which 21 would be long-term residential demand, two would be long-term employee demand, and nine would be short-term demand associated with the fitness center and community programs. Since the proposed project would provide one parking space, there would be a shortfall of 31 spaces. Currently, the on-street parking and public off-street parking facilities in the vicinity of the proposed project are not fully occupied during the evening and overnight hours. Therefore, it is anticipated that the parking demand associated with the residential uses could be accommodated on-street, or through individual arrangements at nearby off-street facilities. The proposed project also would not accommodate the parking demand of employees and visitors – approximately 11 spaces. These drivers would need to park elsewhere in the area or switch to other forms of travel. The off-street parking facilities in the project area operate at capacity during the weekday midday, and visitors to the YMCA would need to be accommodated on-street. As a result, a parking shortfall would occur that may cause some drivers to circle around the neighborhood in search of parking, which would add traffic congestion to the local street network. The availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Therefore, parking deficits are considered to be social

I. SUMMARY

effects, rather than impacts on the physical environment as defined by the California Environmental Quality Act.

The proposed project would generate an estimated 414 net-new pedestrian trips to the surrounding streets (including 131 transit, 18 auto, and 265 walk/bicycle/other trips) during the weekday P.M. peak hour. With the new pedestrian trips, the four crosswalks at the intersection of Sacramento/Stockton, and the sidewalk on Sacramento Street at the entrance to the project site, would continue to operate at an acceptable level of service, LOS B, and the proposed project would not substantially affect the current pedestrian conditions.

The proposed project would generate an increase in both the numbers of vehicles and bicyclists in the vicinity of the project site. However, this increase would not be substantial enough to affect bicycle travel in the area.

The *San Francisco Planning Code* does not require the proposed project to provide any off-street loading spaces, and the project would not provide an off-street loading dock. The project's demand for 0.27 loading spaces during an average hour, and 0.33 spaces during the peak hour of loading activities would be accommodated on Sabin Place, an alley that connects the south side of the site with California Street, and by the on-street loading space on Sacramento Street in the immediate vicinity of the YMCA entrance.

Project construction is expected to take about 15 months, with staging of most construction equipment and materials occurring within the project site and on the Sacramento Street frontage. It is anticipated that the sidewalk along Sacramento Street would be closed throughout the construction period, and a temporary pedestrian walkway would be constructed in the adjacent parking lane. It is anticipated that no traffic lanes or MUNI bus stops would need to be closed or relocated during the construction period; however, the temporary pedestrian walkway would eliminate the P.M. peak period towaway lane used for vehicle travel. The closure of the parking lane would affect traffic operations on Sacramento Street and could potentially affect the operations of the 1-California bus line. The break in the south curb towaway lane may result in a few vehicles traveling illegally in the bus-only lane. However, it is not anticipated to be a substantial number or affect MUNI operations. The 120 feet of two travel lanes approaching Stockton Street west of the project site would allow for vehicles to redistribute themselves to two lanes, and would allow for five vehicles per lane to queue when vehicles are stopped at the red light. The south curb lane would be used primarily by vehicles turning left onto Stockton Street, as this movement is relatively high (34 percent of westbound vehicles approaching Stockton Street).

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. However, it is anticipated that the addition of construction worker-related vehicle or transit trips would not substantially affect the transportation conditions, and any impacts on the vehicle or transit network would likely be less than for the proposed project. The daily presence of 20 to 95 construction workers at the project site, depending on the phase of construction, would generate a temporary parking demand.

Under year 2015 Cumulative conditions, three study intersections would operate at LOS E or F during the weekday P.M. peak hour. At these intersections, the proposed project would contribute less than 1.0 percent of the total 2015 Cumulative traffic volumes and would contribute less than 4.0 percent of the growth in traffic volumes between Existing and 2015 Cumulative conditions. The project would not have a significant effect on cumulative transportation conditions.

Growth Inducement

The proposed replacement of the existing Chinatown Y building (containing community and physical fitness space, 21 residential hotel units, and ten transient hotel rooms) with a larger Y facility containing more community and physical fitness space and approximately 28 affordable housing units would not be expected to substantially alter development patterns in the Chinatown area or elsewhere in San Francisco. The total number of residents on the site could increase because some of the 28 new residential units would be larger than the existing 31 residential hotel and transient hotel units, but any increase in onsite residents would be small and would not represent a substantial population growth or concentration in the neighborhood, City, or region. The project is located in an urban area and would not necessitate or induce the extension of municipal infrastructure, and there is no evidence to suggest that the project would result in additional development in the project site vicinity that would not otherwise occur.

D. MITIGATION MEASURES

MITIGATION MEASURES

The following mitigation measures are necessary to avoid or reduce potential significant effects of the project and would be included in the project by the project sponsor.

Construction Air Quality

- The project sponsor shall require the construction contractor(s) to spray the project site twice a day with water during demolition excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.
- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Historic Architectural Resources

The following measure would reduce but not eliminate significant effects related to demolition of the Chinatown Y:

- Historic documentation shall occur prior to the issuance of any permits in accordance with the Historic American Building Survey, ["HABS"] recordation standards of the subject property and its site. The Project Sponsor shall provide: 1) A written description of the subject property, and 2) photographic documentation of the Y building; in addition to at least four (4) photographs of the site to HABS standards of detail and quality for photographic documentation in archival 4" x 5" or 5" x 7" photographs (mounted and labeled) with negatives. Materials shall be transmitted to the Secretary of the Landmarks Preservation Advisory Board, to the History Room of the San Francisco Public Library (Main Library), the Northwest Information Center, and the California Historical Society.

Cultural Resources

- The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as her/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspected for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration, and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the Office of Major Environmental Analysis, accompanied by copies of the transmittals documenting distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center.

Hazardous Materials

- The project sponsor would ensure that building surveys for asbestos, PCB-containing equipment, hydraulic oils, fluorescent lights, and lead-based paint are performed prior to the start of demolition. Any hazardous materials so discovered would be abated according to federal, State and local laws and regulations.

IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than-significant impacts. No improvement measures are suggested for the proposed project.

STATUTORY MEASURES

The following measures are required by existing laws and regulations for protection of the environment and would be implemented by the project sponsor:

Noise

- Demolition and construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code).

Geotechnical Report

- A geotechnical investigation of the project site in 1995 found that because the site contained no loose, clean, poorly graded, fine-grained sands, which is the type of soil most susceptible to liquefaction, that there is little potential for liquefaction at the site. However, it is in an area delineated by the California Division of Mines and Geology as historically or potentially subject to liquefaction. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act.

E. ALTERNATIVES TO THE PROPOSED PROJECT

Alternative A: No Project

This alternative would entail no change to the site, which would remain in its existing condition. The No Project Alternative would not have any of the impacts of the proposed project, including the significant adverse impact of demolition of the existing building. This alternative would not meet the project sponsor's objectives of providing modern community and health/fitness facilities and affordable housing.

Alternative B: Rehabilitation and Reuse of the Existing Building

This alternative would rehabilitate, remodel and enlarge the interior of the existing building, but would not substantially change the existing building shell. The building would contain updated Chinatown YMCA facilities, but no housing. This alternative would avoid the significant adverse impact of demolition of the existing building, and all other impacts would be similar to or less than those of the proposed project, and would be less than significant. This alternative would partially satisfy the project sponsor's objectives by providing updated community and health/fitness facilities, but would not provide any affordable housing or replace the existing 21 residential hotel rooms.

Alternative C: Existing Building Expanded Program

This alternative would remodel and expand the existing Y building, which would contain an updated YMCA program and approximately 26 housing units. The addition, attached to the south side of the existing Y building, would be three stories higher than the existing building, and would extend from the western side of the existing building to the eastern side of the existing playground on the east side of the site. This alternative would avoid the significant adverse impact of demolition of the existing building. All other impacts would be similar to those of the proposed project, and would be less than significant. The Existing Building Expanded Program Alternative would satisfy the project sponsor's objectives by providing updated community and health/fitness facilities and affordable housing, but would have a dysfunctional layout and would be considerably more expensive than the demolition and replacement of the existing building.

Alternative D: Single Room Occupancy Alternative

The Single Room Occupancy (SRO) Alternative would involve construction of a building of the same size and configuration as the proposed project, with the same YMCA fitness and community space on the ground through third floors as in the proposed project. In the SRO Alternative, the housing areas on the third, fourth, fifth, and sixth floors would contain approximately 72 smaller, single room occupancy units rather than the proposed project's 28 dwelling units ranging in size from studios to four bedrooms. The impacts of this alternative would be similar to those of the proposed project, including the significant adverse impact on historic architectural resources caused by the demolition of the existing historic Chinatown Y building. The SRO Alternative would fulfill the project sponsor's objectives of providing updated community and health/fitness facilities and affordable housing, but the housing would be SRO housing suitable for individuals rather than families.

F. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report focuses on the issues of shade and shadow, historic architectural resources and transportation. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significance with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of issues other than land use, visual quality, shade and shadow, transportation, historic architectural resources, and growth inducement.

Although the proposed building would cast new shadows on the Chinese Playground, there would be an increase in sunlight access to areas previously shaded by the existing building. The project would not have a significant shadow impact.

The demolition of the historically rated Chinatown Y building would be a significant environmental impact. This is the primary area of controversy associated with the proposed project. The Planning Commission would decide whether to approve or disapprove the proposed project after review and certification of the EIR.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

The YMCA of San Francisco, the project sponsor, proposes to demolish the existing antiquated structure and construct a new building that would contain youth, community, and health/fitness spaces and a residential component. The project sponsor has the following objectives:

- Continue to implement the YMCA Mission Statement to build strong kids, strong families and strong communities and perpetuate the values of caring, honesty, respect and responsibility
- Develop a high-quality, first class full-facility health fitness and recreation center for adults as well as children
- Develop an Asian cultural center with a variety of Asian-based health and fitness programs
- Develop an aquatics facility which serves children, adults and families
- Develop a comprehensive youth facility
- Complete the project on schedule and within budget
- Develop a design that is complementary to the Chinatown Community

B. SITE LOCATION AND PROJECT CHARACTERISTICS

The project site, located at 855 Sacramento Street, is in the block bounded by Grant Avenue and California, Stockton, and Sacramento Streets in Chinatown, and is located on the south side of Sacramento Street (Figure 1, page 20). The project site consists of Lot 27 in Assessor's Block 242. The site is square shaped, measuring approximately 18,906 square feet (sq.ft.) in area. It is about 137 feet long on the Sacramento Street north frontage and south property line, and about 137.6 feet long on the east and west property lines. The site is located on the east slope of Nob Hill, and slopes downhill toward the east and to the north. The YMCA obtained the project site in the early 1920s and the existing building was dedicated in 1926.



Source: During Associates

PROJECT LOCATION FIGURE 1

The project site is located in the Chinatown Residential Neighborhood Commercial (CRNC) Zoning District. The San Francisco *Planning Code* Section 812.1 states:

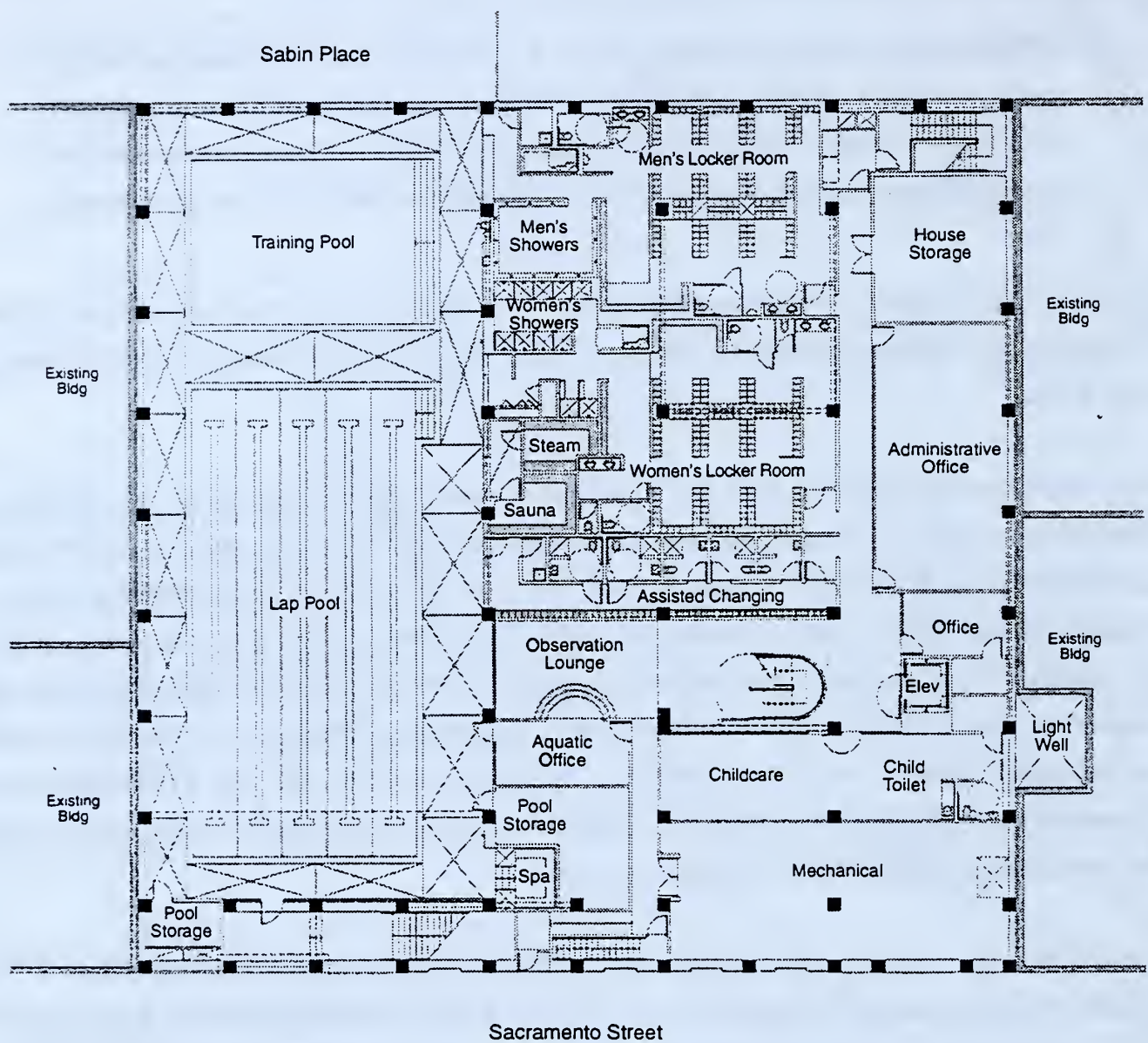
"Both Stockton and Powell Streets contain a significant amount of housing as well as major community institutions supportive to Chinatown and the larger Chinese community. This daytime-oriented district provides local and regional specialty food shopping for fresh vegetables, poultry, fish and meat. Weekends are this area's busiest shopping days."

This section also states that *"Housing development in new and existing buildings is encouraged above the ground floor. Institutional uses are also encouraged."* The project site is located in a 65-A height and bulk district.

The YMCA, the project sponsor, proposes to demolish the existing 45-foot-high, three-story building with basement containing a total of 28,200 sq.ft., of which 21,850 sq.ft. is community, physical fitness and recreation space, 5,250 sq.ft. of residential use, and 1,100 sq. ft. is for miscellaneous uses such as storage, mechanical and loading. The existing residential use consists of a total of 31 rooms, of which 21 rooms are designated as residential hotel units and ten rooms are designated as transient hotel units under the "Residential Hotel Conversion And Demolition Ordinance" (Chapter 41 of the San Francisco *Administrative Code*). The 1976 Architectural Survey conducted by the San Francisco Planning Department assigned an overall rating of 1 (where 0 is the least important and 5 is the most important) to the building, indicating that it is of contextual value.

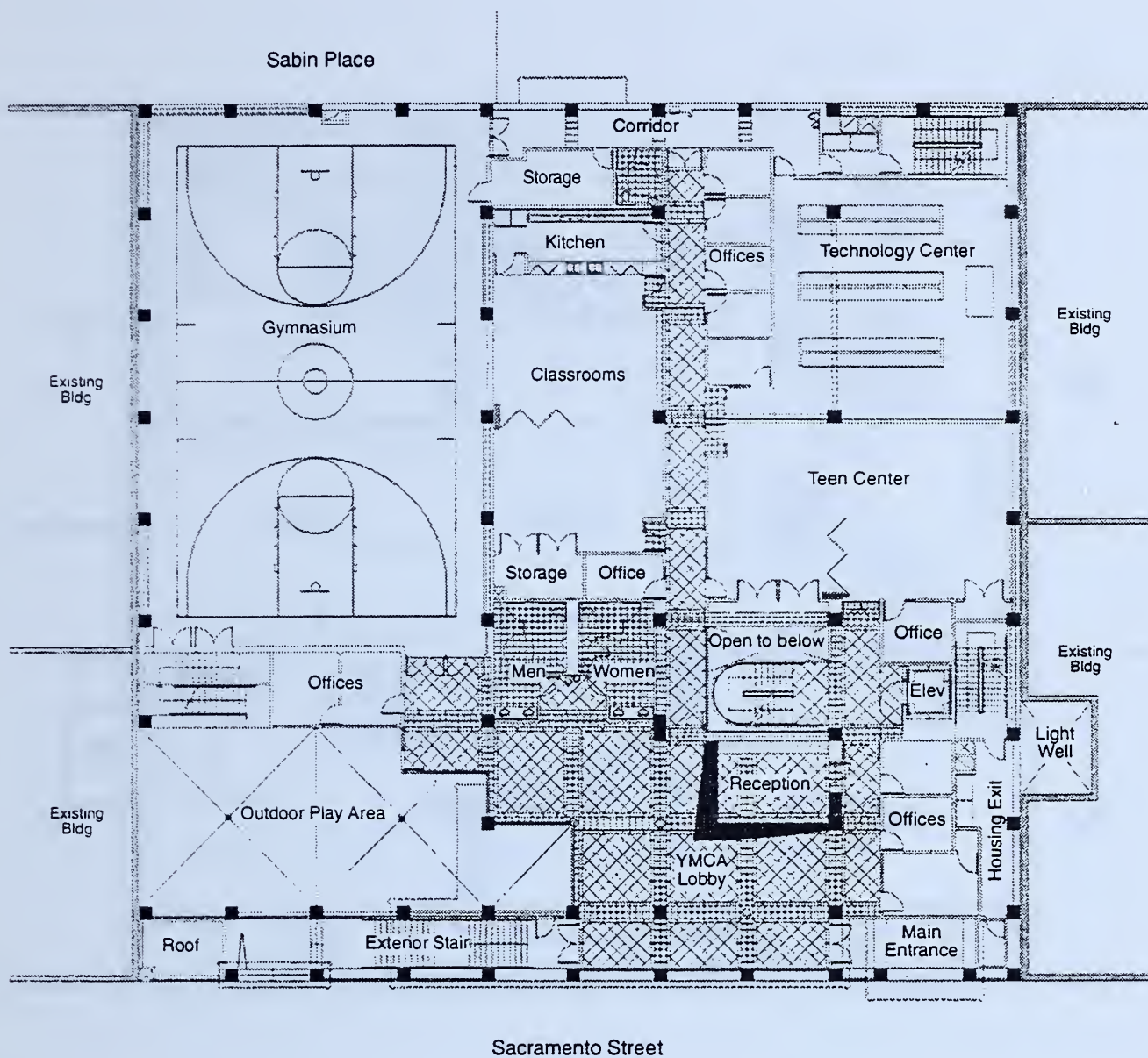
After demolition of the existing building, YMCA proposes to construct a replacement facility. The proposed building would be seven stories, 65-feet high with the first floor partially below grade. The proposed project would contain approximately 84,190 sq.ft., of which approximately 37,170 sq.ft. would be residential use and about 47,020 sq.ft. would be YMCA space (community, physical fitness and recreation space) and one off-street parking space.

The affordable housing component, with a maximum of 28 affordable dwelling units, would be managed and operated by a community-based non-profit agency. The housing would consist of two studios, nine one-bedroom units, three two-bedroom units, thirteen three-bedroom units and one four-bedroom unit. The dwelling units would range from approximately 405 sq.ft. for the studio to approximately 1,380 sq.ft. for the four-bedroom unit (Figures 2 to 10, pages 22 to 30). The entrance to the YMCA facility would



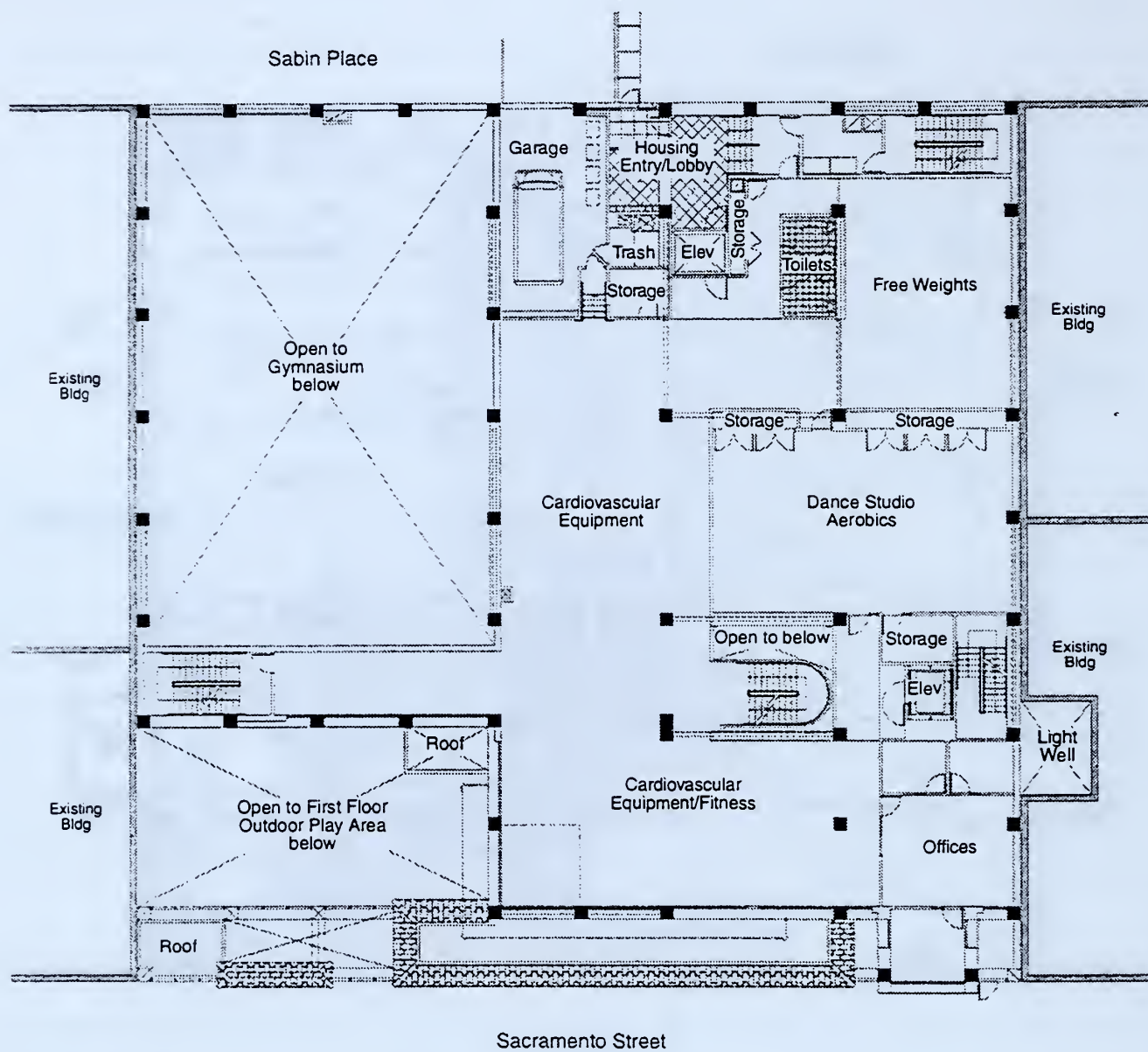
Source: Frank Fong Architects

GROUND FLOOR PLAN FIGURE 2



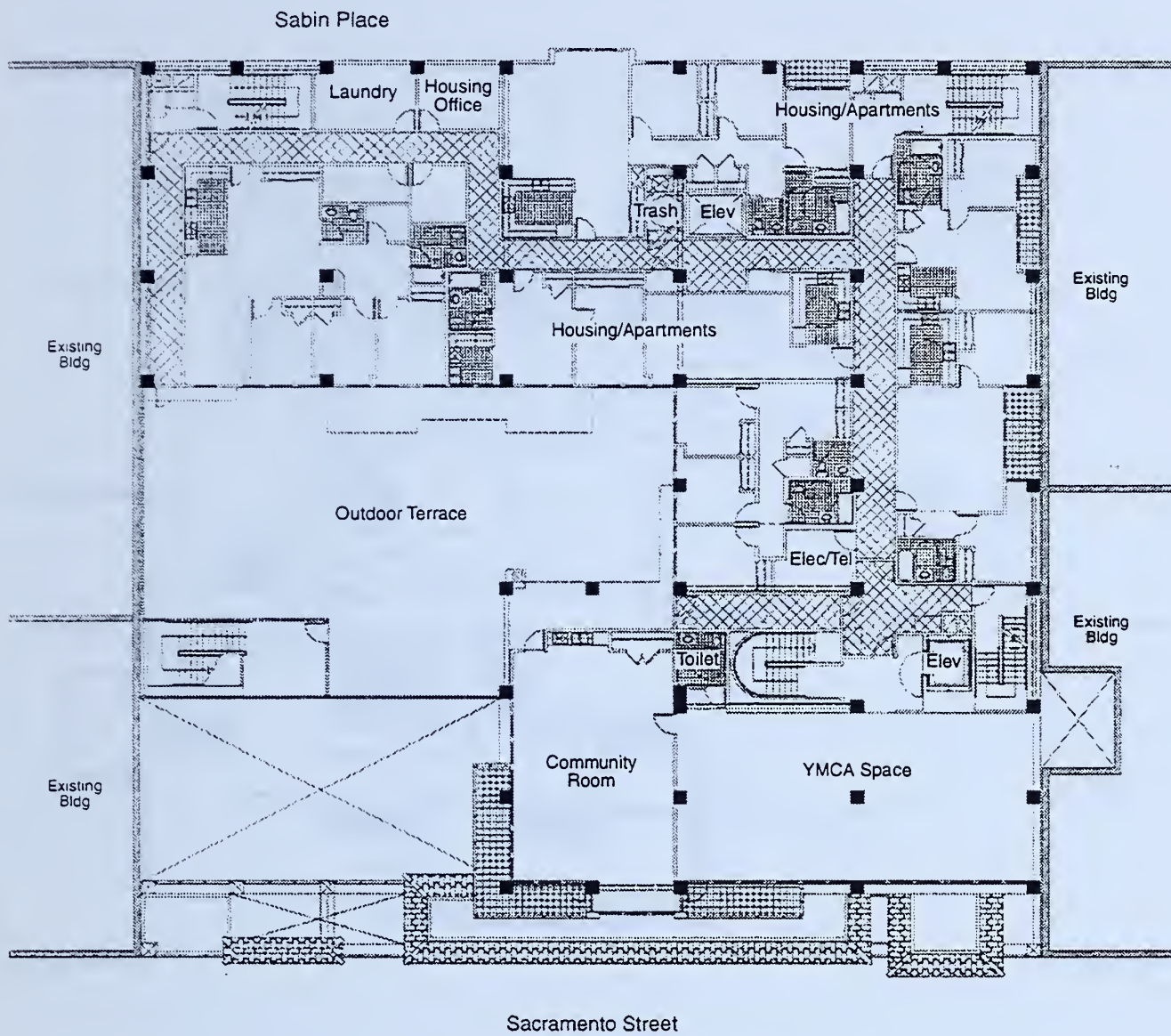
Source: Frank Fong Architects

FIRST FLOOR PLAN FIGURE 3



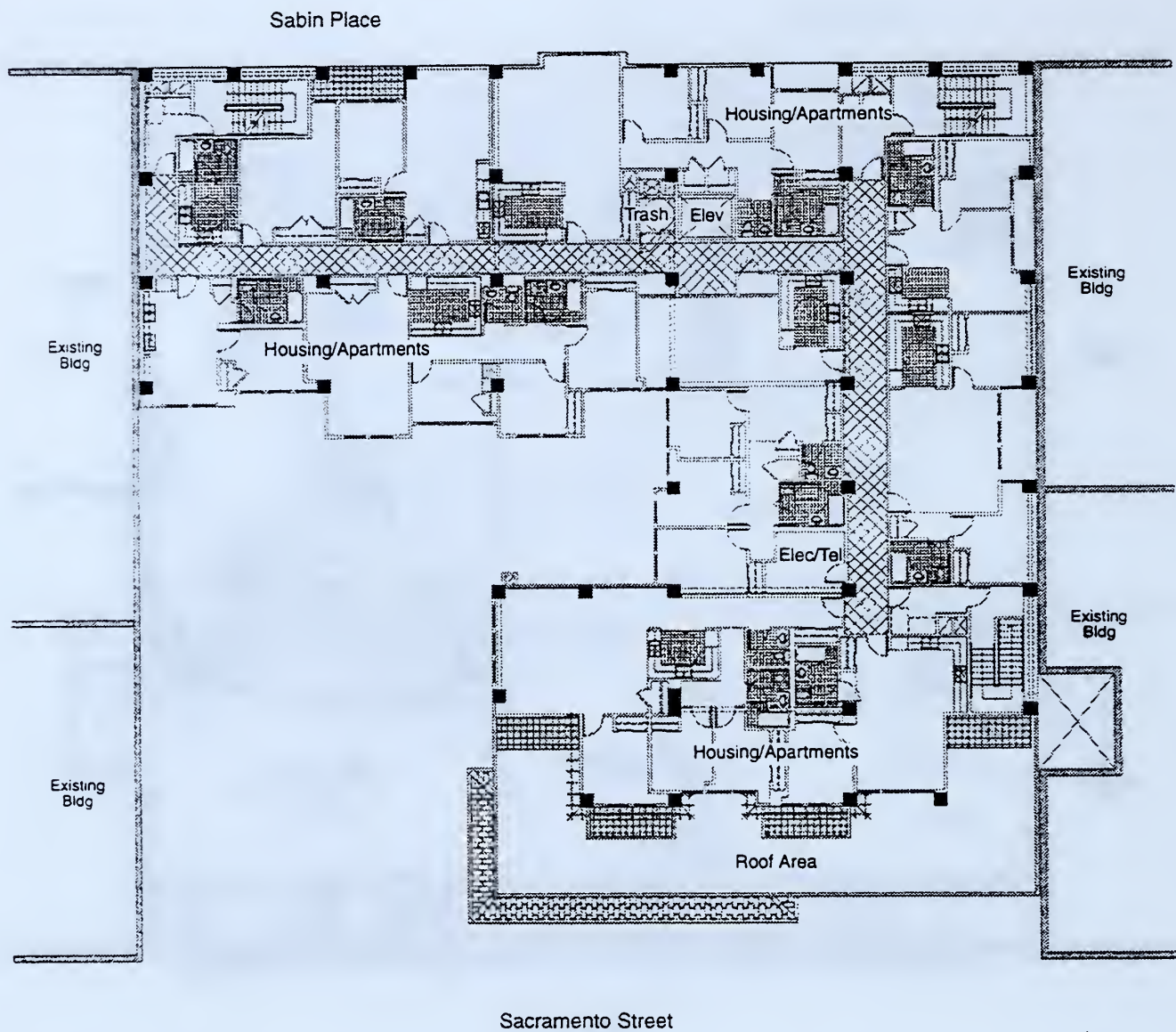
Source: Frank Fong Architects

SECOND FLOOR PLAN FIGURE 4



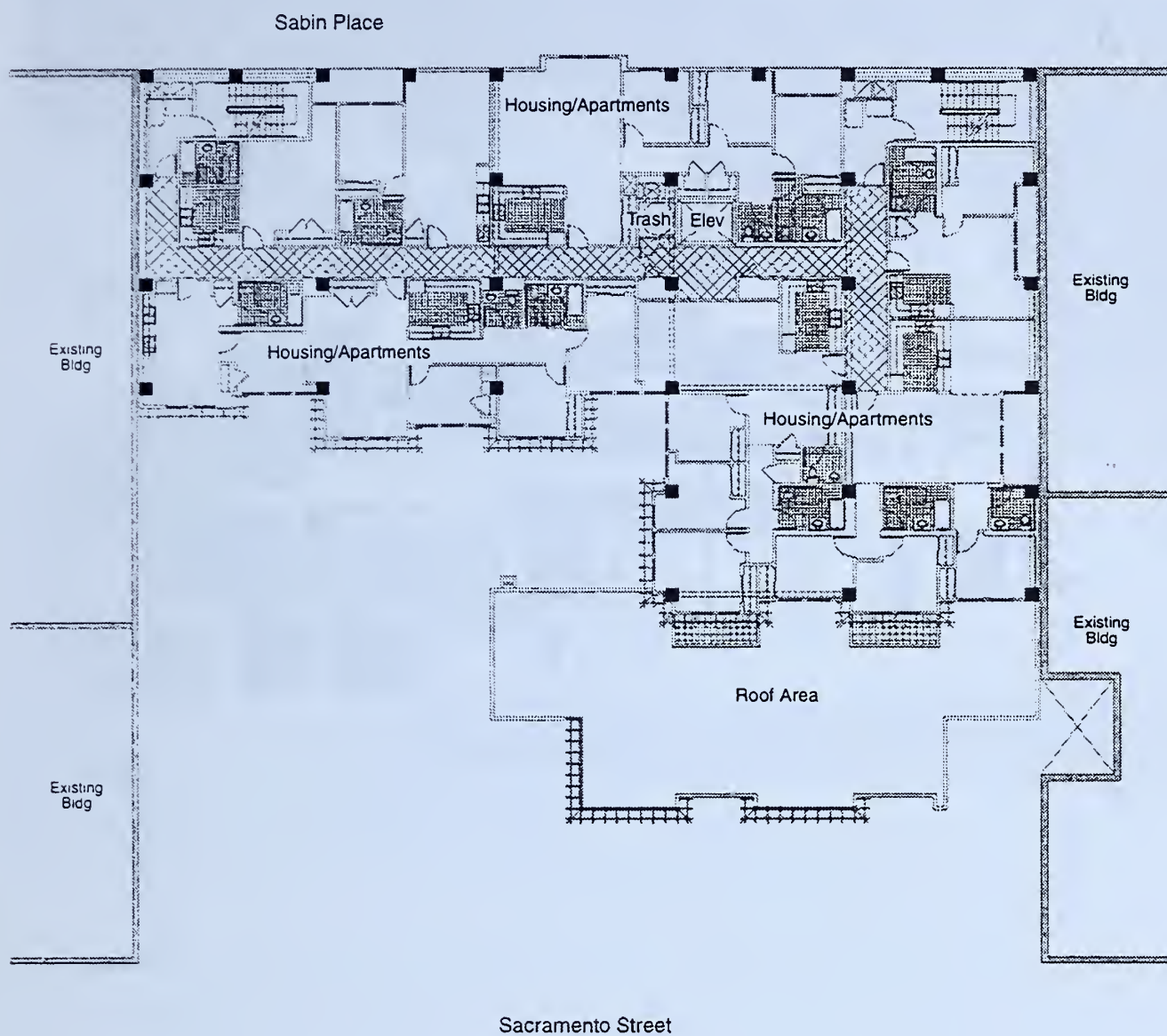
Source: Frank Fong Architects

THIRD FLOOR PLAN **FIGURE 5**



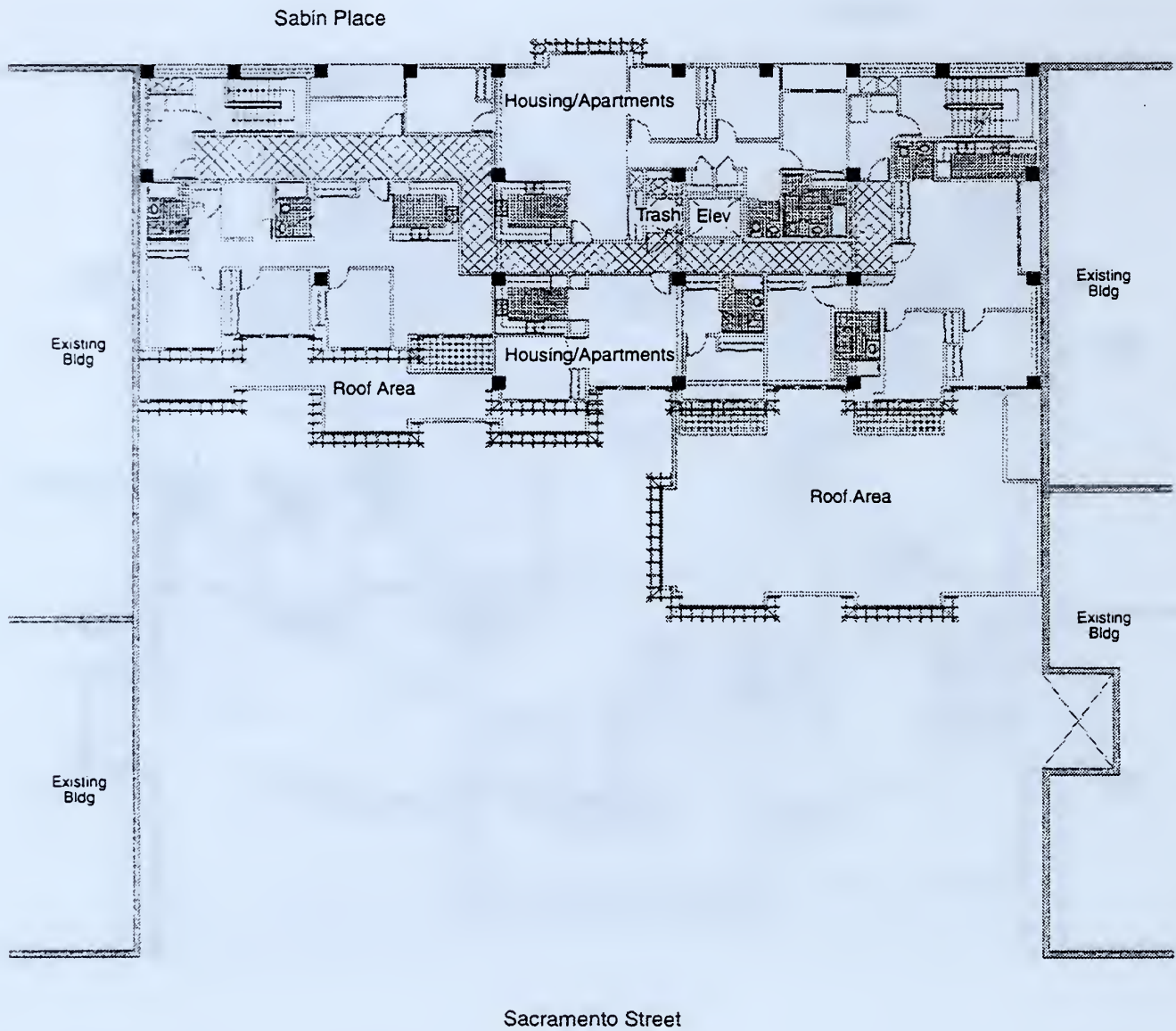
Source: Frank Fong Architects

FOURTH FLOOR PLAN FIGURE 6



Source: Frank Fong Architects

FIFTH FLOOR PLAN **FIGURE 7**



Source: Frank Fong Architects

SIXTH FLOOR PLAN FIGURE 8



Source: Frank Fong Architects

SACRAMENTO STREET ELEVATION FIGURE 9



Source: Frank Fong Architects

SACRAMENTO STREET PERSPECTIVE FIGURE 10

be off Sacramento Street; the entrance to the housing units would be off Sabin Place, which is a dead-end alley off California Street.

The ground floor, containing approximately 18,330 sq.ft., would have about a 12,600 sq.ft. area with a lap pool and a training pool, men's and women's locker rooms, showers, saunas, steam room, assisted changing area, observation lounge, storage and ancillary office space. The remainder of this level, containing approximately 5,730 sq.ft., would contain child care, an administrative office, storage, a mechanical/electrical room, building services, and circulation space.

The first floor, containing approximately 16,110 sq.ft., would house the main entrance to the YMCA community facility, a gymnasium, classrooms, a teen center, a technology center for young adults and members, administrative and counseling offices, a kitchen, a bathroom, storage and circulation space.

The second floor, containing approximately 11,080 sq.ft., would house a fitness center, which includes cardio-vascular equipment, a free weights area, an aerobics/dance studio, offices, bathrooms, the one-car garage with entrance off Sabin Place, and the entrance lobby to the residential units.

Part of the third floor and the fourth through sixth floors would contain the residential component of the proposed project. The third floor would contain approximately 12,380 sq.ft., with approximately 1,500 sq.ft. of YMCA space, and six dwelling units (two one-bedroom units, one two-bedroom unit, and three three-bedroom units), and a community room to be shared by the housing component and the YMCA.

The fourth floor, containing approximately 11,050 sq. ft., would have one studio, four one-bedroom units, one two-bedroom unit and four three-bedroom units.

The fifth floor, containing approximately 8,810 sq.ft., would have one studio, three one-bedroom units, and four three-bedroom units.

The sixth floor, containing approximately 6,430 sq.ft., would have one two-bedroom unit, two three-bedroom units and one four-bedroom unit.

An approximately 1,500 sq.-ft. terrace at the third floor would serve as common usable open space for the residential units, which would exceed the *Planning Code* common usable open space requirement

of 1,344 sq. ft. Private open space ranging from 50 sq. ft. to 100 sq. ft. would be provided for seven of the residential units. An approximately 1,682 sq.-ft. outdoor play area would be provided at the first floor and an approximately 1,500 sq.-ft. terrace/play area would be provided at the third floor, which would also exceed the *Planning Code* open space requirements for institutional and commercial use in the CRNC District.

The upper floors of the proposed building would incorporate varying front setbacks to reflect the topography of the site, which has a cross-slope, with the southwest corner of the lot being the highest point. The proposed building would be articulated with entrance portals, projecting bay windows, balconies and decks to create shadow lines. The recessed entrances, decks and balconies create voids, which would contrast with the solid planes. The punched window pattern with glazed elements reflects the predominant window treatment of the older existing buildings in Chinatown.

The proposed building would be constructed of concrete, steel, plaster and glass. The different exterior materials such as stone and brick veneer, painted concrete, wood trim, glass with metal mullion, stucco, fiber-cement siding, metal trellis, and green tile parapets at various locations would be intended to de-emphasize the horizontality of the design and add articulation to the facade. The free-standing green tile roof over the entrance walkway along Sacramento Street, which would be capped by a two-story entrance portal, would provide pedestrian scale to the proposed building. Tile roofs or parapets are a common feature in many of the older Chinatown buildings.

Project construction would take approximately 15 months. The estimated construction cost of the proposed project is approximately \$12,000,000. The project sponsor is the YMCA of San Francisco and the project architect is ED2 International.

C. PROJECT APPROVAL REQUIREMENTS AND GENERAL PLAN AND OTHER RELEVANT POLICIES

This EIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Summary of Comments and Responses, presented to the Planning Commission for certification as to accuracy, objectivity, and completeness.

No approvals or permits may be issued before the Final EIR is certified by the Planning Commission. The FEIR certified by the Planning Commission is appealable to the Board of Supervisors.

The *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the maximum allowable building envelope of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*. The proposed project would require approval of demolition and building permits from the Department of Building Inspection. No building permit or demolition permit application has been filed.

The existing and proposed community facility, recreational physical fitness center, and residential uses are principally permitted land uses in the CRNC District. Notification of the demolition or conversion of the existing residential hotel units, their replacement and tenant relocation assistance are governed by the Residential Hotel Conversion and Demolition Ordinance, which is codified as Chapter 41 of the San Francisco *Administrative Code*.

Chapter 41 of the San Francisco Administrative Code (The Residential Hotel Conversion and Demolition Ordinance) requires approval of a "Permit to Convert" before existing residential hotel rooms can be converted or demolished. The proposed project would demolish 21 residential hotel rooms. The Planning Commission would hold a mandatory discretionary review hearing on the application for a permit to convert and on the proposed demolition of the existing residential hotel rooms. The action of the Planning Commission to approve or to disapprove an application for a permit to convert may be appealed to the Board of Appeals.

Section 41.13 of the *Administrative Code* provides that demolished residential units that are replaced by the construction of or rehabilitated apartment units for elderly, disabled or low-income persons or households at a ratio of less than one-to-one are subject to conditional use authorization by the Planning Commission in accordance with the provisions of Section 303 of the *Planning Code*. For the proposed project, the project sponsor proposes to replace the 21 residential hotel rooms and ten transient hotel units with 28 apartments affordable to persons or households with very low to low income at a ratio of less than one to one. Therefore, conditional use authorization would be required for replacement of the existing units.

II. PROJECT DESCRIPTION

The proposed project would also require conditional use authorization for exceeding the use size limitation of 2,500 sq. ft. (Section 812.20); and the street frontage limitation of 50 feet (Section 145.3). Conditional use authorizations by the Planning Commission may be appealed to the Board of Supervisors.

The Zoning Administrator has made a determination that the Chinatown Y is exempt from the maximum use size limit of 4,000 sq. ft. (Section 121.4), because it is an institutional use, as opposed to a commercial use. The proposed project would also require a determination by the Zoning Administrator that the 25 percent rear yard at the first residential level and above could be located elsewhere on the site (Section 134.1). Determination by the Zoning Administrator is appealable to the Board of Appeals.

The proposed project would require 28 off-street parking spaces. The Zoning Administrator may reduce the required number of off-street parking spaces to a minimum ratio of 1:4 pursuant to the procedures set forth in Sections 161(n) and 307(g) of the *Planning Code*. A variance would be required to reduce the off-street parking requirement below the minimum ratio of 1:4. The granting or denial of a variance application is appealable to the Board of Appeals.

The proposed project would require a condominium map to create an air parcel for the affordable housing component. The condominium map would require a finding of consistency with the City's General Plan by the Planning Department and approval by the Department of Public Works. The Department of Public Works must also approve the minor encroachment permit for the curb cut for the one-car garage off Sabin Place and sidewalk/street improvements, and the location of any street trees proposed to be planted.

The proposed new structure would cast new shadows on the Chinese Playground during certain times; however, no net new shadow will be added to the Chinese Playground. The proposed project has been reviewed by the Recreation and Parks Commission which determined that the new shadows cast on the Chinese Playground are not significant. The Planning Commission will hold a public hearing, which will be consolidated with the Draft EIR hearing, to determine if the new shadows cast on the Chinese Playground would be significant under Section 295 of the *Planning Code*.

Environmental plans and policies, like the Bay Area Air Quality Management District's *1997 Clean Air Plan*, directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The

proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

On November 4, 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* and established eight Priority Policies. These policies are: preservation and enhancement of neighborhood serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service sectors from commercial office development; enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The motion for the Planning Commission under Section 303 would contain the analysis determining whether the project is in conformance with the Priority Policies.

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the *General Plan* are considered by the decision-makers (normally the Planning Commission) independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project. See the Land Use section, Chapter III.A., for a discussion of some of the relevant *General Plan* objectives and policies.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the project was filed August 13, 1999. On the basis of an Initial Study published on July 14, 2001, the San Francisco Planning Department determined that an EIR was required. The Initial Study determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus require no further analysis: land use; visual quality; population; noise; air quality; wind; utilities/public services; biology; geology/topography; water; energy; hazards; and archaeological resources (see Appendix A, page A-1, for the Initial Study). Therefore, the EIR does not discuss these issues. Land use and visual quality information are discussed for informational purposes. The project's potentially significant impacts on shade and shadow, historic architectural resources, and transportation are assessed in this chapter.

A. LAND USE

The Initial Study concluded that the project would not have significant adverse land use impacts. Land use information is included in the EIR for informational purposes to orient the reader.

Setting

The project site is within a Chinatown Residential Neighborhood Commercial (CRNC) Zoning District. The surrounding area is a mixture of zoning districts, including P (Public Use), RM-4 (Residential, Mixed, High Density), C-3-G (Downtown General Commercial), CVR (Chinatown Visitor Retail), and CCB (Chinatown Community Business). The proposed project is in a 65-A Height and Bulk District.

Section 812.1 of the San Francisco *Planning Code* ("Planning Code") describes the Chinatown Residential Neighborhood Commercial District as follows:

"The Chinatown Residential Neighborhood Commercial District extends along Stockton Street between Sacramento and Broadway and along Powell Street between

Washington Street and Broadway. It is generally west and uphill from Grant Avenue and is close to the relatively intensely developed residential areas of lower Nob and Russian Hills. Stockton Street is a major transit corridor which serves as 'Main Street' for the Chinatown neighborhood. Both Stockton and Powell Streets contain a significant amount of housing as well as major community institutions supportive to Chinatown and the larger Chinese community. This daytime-oriented district provides local and regional specialty food shopping for fresh vegetables, poultry, fish and meat. Weekends are this area's busiest shopping days.

Because Stockton Street is intended to remain principally in its present character, the Stockton Street controls are designed to preserve neighborhood-serving uses and protect the residential livability of the area. The controls promote new residential development compatible with existing small-scale mixed-use character of the area. Consistent with the residential character of the area, commercial development is directed to the ground story. Daytime-oriented use is protected and tourist-related uses, fast-food restaurants and financial services are limited.

Housing development in new and existing buildings is encouraged above the ground floor. Institutional uses are also encouraged. Existing residential units are protected by limits on demolition and conversion."

The area surrounding the project site contains a mixture of commercial and residential buildings whose character reflects the mix of styles and uses of the Chinatown district. Grant Avenue, comprising the heart of the Chinatown district, is lined with predominantly three- and four-story buildings housing ground-floor retail shops with residential uses above. Stockton Street near Sacramento Street has one- to seven-story buildings with a mixture of residential and service uses. Between the project site and Stockton Street to the west, on the south side of Sacramento Street, are three buildings of two to six stories with primarily residential uses, including a six-story brick residential building west of the project site on the opposite side of Brooklyn Place (a dead-end alley). Between the project site and Grant Avenue to the east, on the south side of Sacramento Street, are three buildings of two to five stories with ground-floor commercial uses and a mix of commercial and residential uses on the upper floors. Uses on the north side of Sacramento Street between Stockton Street and Grant Avenue include the Chinese Playground located across the street from the existing Chinatown Y, the historic three-story brick Chinese Baptist Church building located immediately east of the Chinese Playground, a three-story

building with ground floor retail and residential above located east of Waverly Place, and the Gold Mountain Sagely Monastery and Bank of America in a three-story building on the northwest corner of Sacramento Street and Grant Avenue. West of the Chinese Playground and Pagoda Place, on the northeast corner of Stockton and Sacramento Streets, is a five-story brick building with commercial uses on the first two floors and residential above.

Sacramento Street west of Stockton Street is occupied almost entirely by apartment buildings ranging in height from 3 to 21 stories and providing from 10 to over 150 units. Also on this block are a neighborhood center, a residential hotel, and the Donaldina Cameron House, a social services agency. The Donaldina Cameron House is housed in the historic Occidental Board Presbyterian Mission House. Julia Morgan helped her students design this brick building, erected in 1907.

South of the site, Sabin Place, a dead-end alley, leads from California Street to the southern boundary of the project site. On California Street east of Sabin Place and south of the project site is a seven-story brick office building. West of Sabin Place and immediately south of the project site is a private parking lot for about 30 cars that fronts onto California Street. West of the parking lot and southwest of the project site is a seven-story, 60-unit apartment building.

B. VISUAL QUALITY

The Initial Study, published on July 14, 2001 (see Appendix A) concluded that the project would not have significant adverse visual quality impacts. Visual quality information and visual simulations are included in the EIR for informational purposes and to orient the reader.

Setting

Figures 11, 12, and 13 (pages 39 through 41) show representative views of the project site from the east and west directions on Sacramento Street and from the Chinese Playground. The project site can also be seen from Sabin Place. As shown in the photographs, the project is surrounded by a mix of residential buildings with ground floor commercial space. Directly across Sacramento Street from the project site is the Chinese Playground and the three-story brick Chinese Baptist Church building.



Photomontage

Site Photo

Source: Square One Productions

VIEW LOOKING EAST ON SACRAMENTO STREET FIGURE 11



Site Photo



Photomontage

Source: Square One Productions

VIEW LOOKING WEST ON SACRAMENTO STREET FIGURE 12



Site Photo



Photomontage

Source: Square One Productions

VIEW LOOKING SOUTH FROM PLAYGROUND FIGURE 13

Project Impacts

The proposed project would increase the scale of development on the project site. As shown in the photomontages in Figures 11, 12, and 13, the height of the roof line of the existing building on Sacramento Street would be maintained. The southern portion or rear of the project would be higher, but, it would be lower than the two buildings adjacent to Sabin Place facing California Street. The building on the west side of the project site would experience some view blockage to the east; however, the project would not have an impact on long range or short range public views. No scenic vistas would be blocked from public viewing points.

The design of the project would reflect the Chinese-style of architecture found in the Chinatown area and would be compatible with the existing buildings. The project would not substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect.

C. SHADE AND SHADOW

Setting

Saint Mary's Square, Portsmouth Square and the Chinese Playground are three open spaces in the project vicinity that are protected by Section 295 of the *City Planning Code*, the *Sunlight Ordinance*. The *Sunlight Ordinance* was adopted through voter approval of *Proposition K* (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 prohibits new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission, with the advice of the Recreation and Park Commission, finds the impact to be insignificant. The Recreation and Park Department has designated Saint Mary's Square, Portsmouth Square and the Chinese Playground as "zero-tolerance" areas for new shadow, which means that no new shadows will be allowed. Existing and project related shadow patterns for various times of the day and year are discussed under Impacts below.

Significance Criteria

In order to determine whether a shadow impact upon a park is significant pursuant to CEQA, the Planning Department must take into account factors such as net-new shadow, location(s) of new

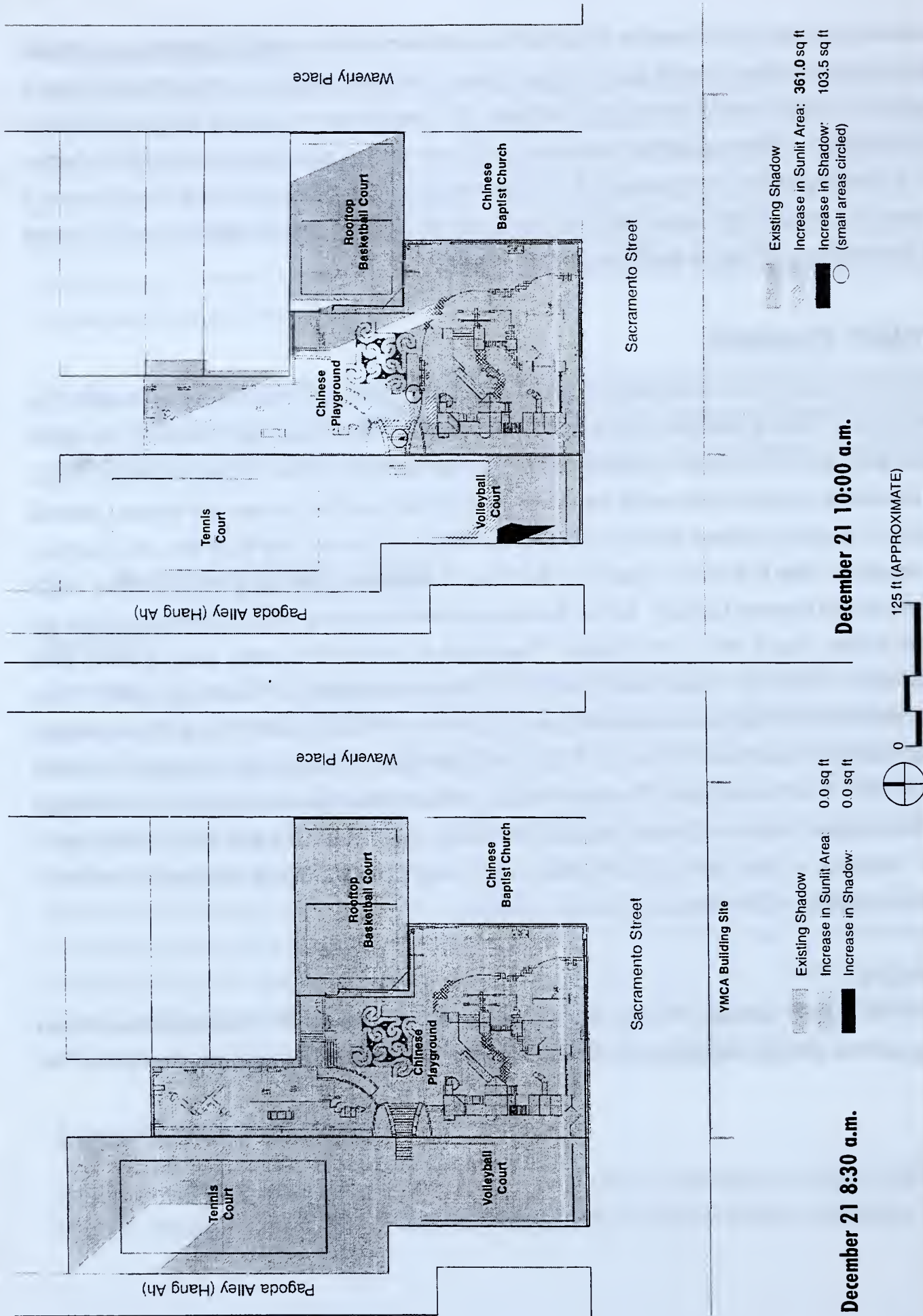
shadow and any new sunlight access, if applicable, quality and use of space that is affected, quantitative amount of new shadow, times of day and days of year when new shadow and new sunlight access is generated, and any relevant thresholds or tolerance for new shadow on the park that may have been established by the Planning and Recreation and Park Commissions pursuant to Planning Code Section 295. If, upon balancing the above factors, the Planning Department determines that the enjoyment of the park by users would be substantially and adversely affected, then the Department would conclude that the project would have a significant shadow impact.

Project Impacts

Figures 14, 15, and 16 on the following pages show existing building shadow and the new shadow due to the project. Existing shadow from the Chinatown YMCA and other buildings is shown in the figures as dark grey, and the increase in shadow cast by the proposed Chinatown Y project is shown in back. The increase in sunlight which would result with the proposed building is shown as stripes. Shadow patterns for existing buildings and for the project are shown at 8:30 A.M. and 10:00 A.M., on December 21, January 21, and February 21, generally the times of maximum shadowing by the existing YMCA building and the proposed project. Just as the shadow from the existing YMCA building now does, the project shadow would fall on the Chinese Playground for most of the early morning hours from December 21st to March 1st (and from October 15th through December 21st due to symmetry¹). The courts and children's playground areas are currently open from 10:00 A.M. to 6:00 P.M. and the recreation center building is open from 1:00 P.M. to 10:00 P.M. on Mondays, Wednesdays, and Fridays, and 9:30 A.M. to 10:00 P.M. on Tuesdays and Thursdays (Recreation and Parks Department, 2001). For most days and times studied, the proposed project would increase the amount of sunlit area during Proposition K times. However, at times new project shadow would cover some portions of the volleyball court and children's playground area that are currently in sunlight.

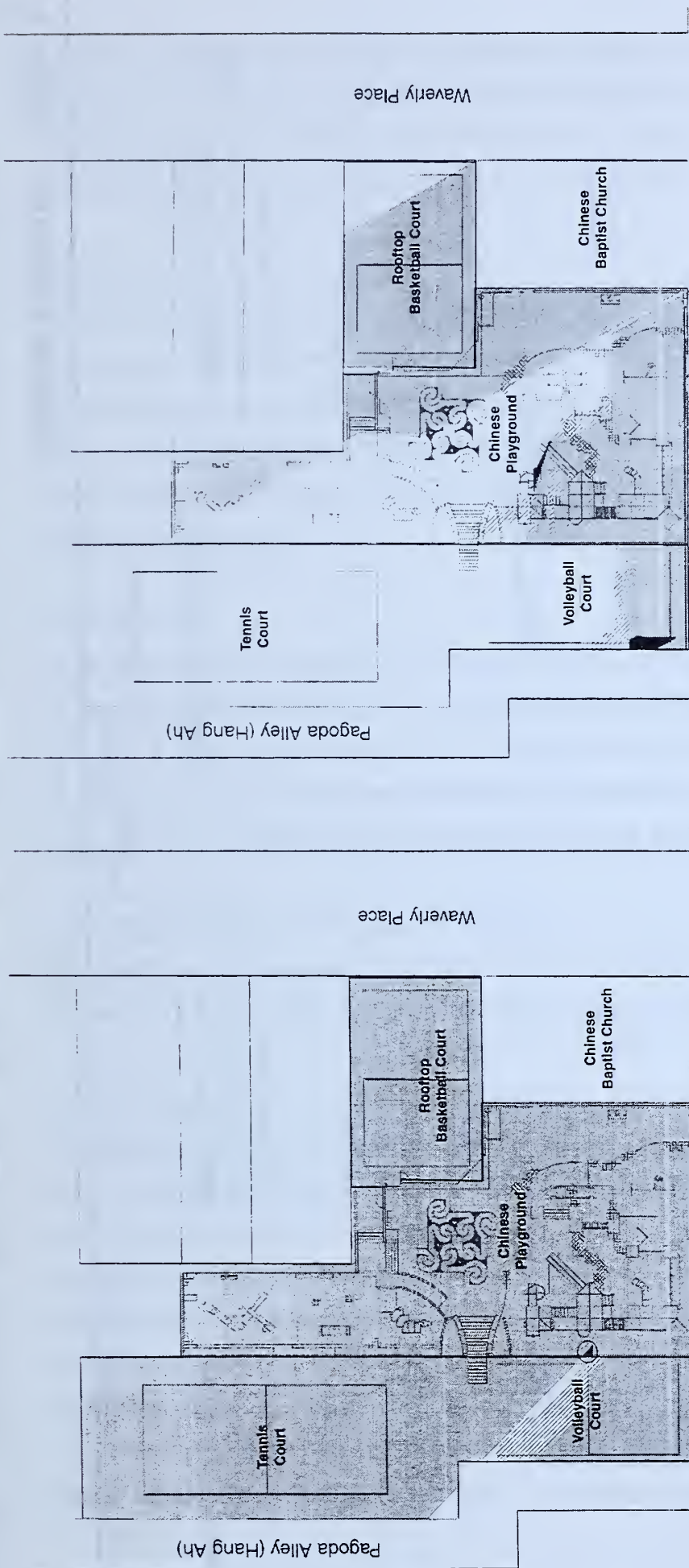
December 21

At 8:30 A.M. Pacific Standard Time (pst) on December 21st (Figure 14), the existing shadow covers nearly all of the Chinese Playground. At 10:00 A.M. about one-half of the playground is in shadow. The



Source: Environmental Science Associates

SHADOW DIAGRAMS **FIGURE 14**



Sacramento Street

Sacramento Street

YMCA Building Site

YMCA Building Site

Existing Shadow

Increase in Sunlit Area: 412.1 sq ft

Increase in Shadow: 6.6 sq ft (small areas circled)

Existing Shadow

Increase in Sunlit Area: 470.2 sq ft

Increase in Shadow: 68.5 sq ft

January 21 8:30 a.m.

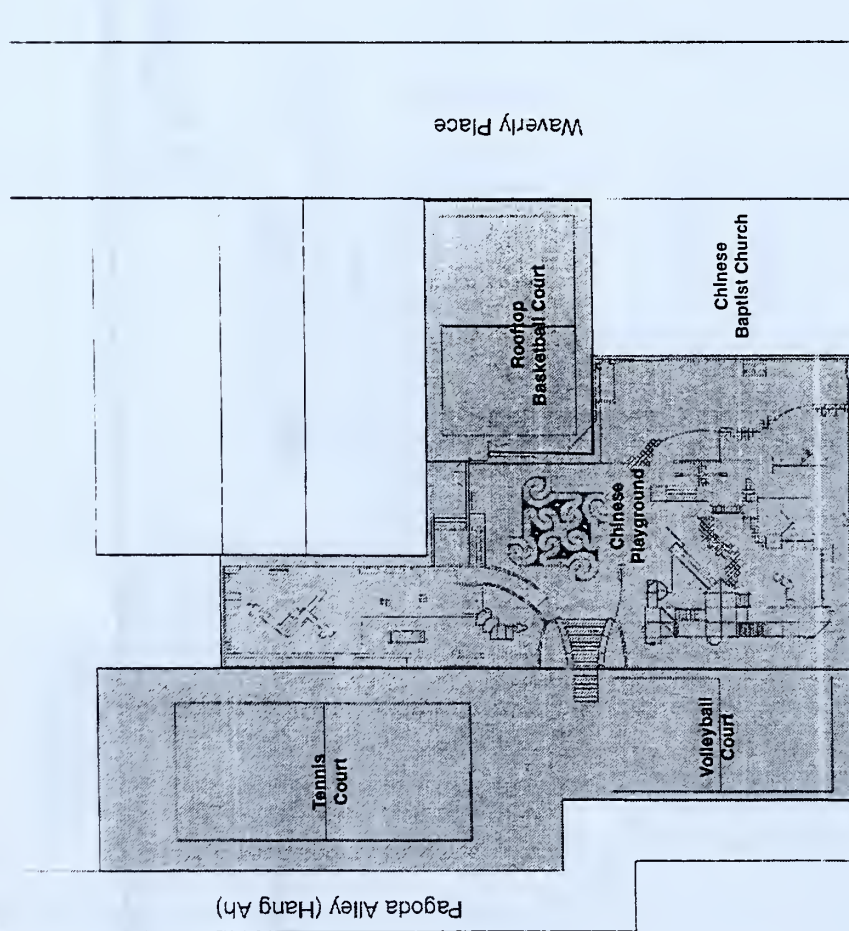
January 21 10:00 a.m.

125 ft (APPROXIMATE)



Source: Environmental Science Associates

SHADOW DIAGRAMS FIGURE 15

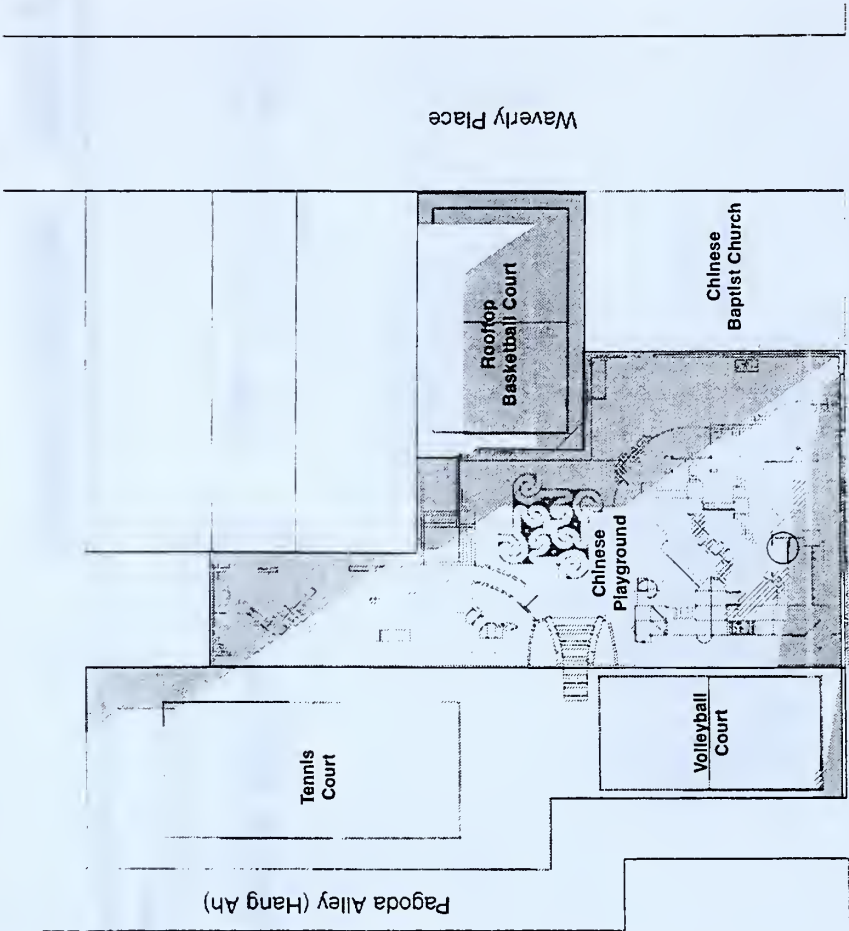


Existing Shadow
Increase in Sunlit Area: 0.0 sq ft
Increase in Shadow: 0.0 sq ft

February 21 8:30 a.m.



125 ft (APPROXIMATE)



Existing Shadow
Increase in Sunlit Area: 161.6 sq ft
Increase in Shadow: 3.3 sq ft
(small areas circled)

February 21 10:00 a.m.

proposed building would generally cast less shadow than the existing building on the Chinese Playground, but in one location the proposed building's shadow would extend beyond the outline of the existing shadow. The net shadow effect, however, would be an increase of available sunlight of approximately 257.5 square feet. By noon, no new shadow from the project would occur.

January 21

At 8:30 A.M. pst on January 21st (Figure 15), the existing shadow covers over 90 percent of the Chinese Playground. The proposed building would cast about a 6.6 square-foot net-new shadow, but would increase an area of sunlight by about 412.1 square feet, for a net increase of 405.5 square feet of sunlit area. At 10:00 A.M., about 68.5 square feet of new shadow would be cast by the proposed building, and there would be an increase of about 470.2 square feet of sunlit area for a net increase of sunlight of about 401.7 square feet.

February 21

At 8:30 A.M. pst on February 21st (Figure 16), the existing shadow covers the entire the Chinese Playground. At 10:00 A.M., about 3.3 square feet of new shadow from the proposed building would occur on a small portion of the children's playground area. At the same time, there would be increase of 161.6 square feet of sun area created by the proposed project, and the net shadow effect would be an increase of available sunlight of approximately 158.3 square feet.

Saint Mary's Square and Portsmouth Square

Shadow from the proposed Chinatown Y would not extend as far as either of these two open spaces protected by the *Sunlight Ordinance* during any season of the year.

Chinese Playground

Shadow patterns for existing buildings in the project area, including the existing building on the project site, and for the proposed Chinatown Y building show that the proposed building would cast shadow on one Proposition K property in the vicinity, the Chinese Playground in the mornings an hour after sunrise. The analysis determined that each day the duration of the project shadow would be almost the same as the duration of the shadow from the existing Y building. Just as the shadow from the existing Y building now does, the shadow from the proposed new building would fall on the Chinese Playground for most of the morning from December 21st through March 1st (and from early October to December 20th). At all the times studied, except for December 21st at 9:30 A.M. the area of the proposed building's shadow would be less than or the same as the area of existing shadow, and for almost all of the times studied,

the project shadow would lie entirely within the outline of the existing shadow. At certain times, however, part of the project shadow would extend beyond the outline of the existing shadows, primarily from December 21st through January 21st. Any new shadow on the Chinese Playground would be off-set by an increase in sunlight access in other areas of the Chinese Playground during the same time period. Overall, the shadow coverage from the proposed building would be approximately 138,936 square-foot-hours less than shadow coverage from the existing Y building, or a 0.1 percent annual reduction in shadow on the Chinese Playground.

Those areas of the playground that would receive additional amounts of shadow, where none currently exists, would not adversely affect enjoyment of the playground equipment or the tennis court, because these areas would receive more sunlight overall with the proposed new building. For this reason, the new areas of shading that would be created by the proposed project would not be considered a significant adverse impact.

Nevertheless, Section 295 of the *Planning Code* does not automatically allow an increase of shadow beyond the existing shadow line on the Chinese Playground, even if the total effect of a proposed project would be an overall net decrease of shadow. On February 21, 2002, the Recreation and Park Commission reviewed the proposed project and determined that the project would not have a significant adverse impact. The Planning Commission will conduct a hearing on the shadow impact at the same time as the public hearing on the DEIR to determine whether the impact of the proposed project on the Chinese Playground would be significant or less than significant.

NOTES - Shade and Shadow

¹ The shadow coverages day-by-day during the half year beginning December 21st and ending June 21st are symmetrical - namely, the same in angle, length, and duration - to the day-by-day shadow coverages from June 21st through December 21st, although in reverse order. The shadow coverage that occurs on a certain day prior to a solstice will occur again roughly the same number of days after that same solstice, although the times of day will not necessarily match.

D. HISTORIC ARCHITECTURAL RESOURCES

Setting

This section includes information on the history, architecture and significance of the existing building on the Chinatown Y site. Architectural surveys, designations, and evaluations completed for the site are summarized in this chapter, including historical and architectural information from a memorandum prepared by Barbara Judy¹, a preservation architect, an evaluation prepared by Patrick McGrew,² a preservation architect and a letter from the Northwest Information Center³ to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department.

As discussed below, it has been determined that the Chinatown Y building is eligible or appears to be eligible for the National Register of Historic Places and the California Register of Historical Resources. The building and site are listed as “Contributing” to the proposed Chinatown Historic District. CEQA Guidelines Section 15064.5(a)(3) defines “historic resources” to include buildings that meet the criteria for listing on the California Register of Historical Resources.

PROJECT SITE

History of the YMCA

The Young Men’s Christian Association (YMCA) was founded in London, England, in 1844 by a group led by George Williams, in response to unhealthy social conditions arising in large cities. The Industrial Revolution brought many rural young men needing jobs into cities like London. They worked long hours, far from home and family, and often lived at the workplace, a location thought to be safer than London’s tenements and streets, where conditions were unsanitary and unsafe. The YMCA idea was unusual because it crossed the rigid lines that separated the different churches and social classes in England in that era. This openness was a trait that would lead eventually to the inclusion of all men, women and children, regardless of race, religion or nationality.

The YMCA’s target of meeting social needs in the community was popular from the outset. By 1851 there were 24 YMCA’s in Great Britain, with a combined membership of 2,700. That same year YMCA’s were established in two North American cities, Montreal and Boston. The idea proved popular everywhere. In 1853, the first YMCA for African-Americans was founded in Washington, D.C., by

Anthony Bowen, a freed slave. The next year the first international convention was held in Paris. At the time there were 397 separate YMCAs in seven nations, with 30,369 members in total.

In the United States during the Civil War, YMCA membership shrunk to one-third its size as members marched off to battle, and only 59 YMCAs were left by war's end, but a rapid rebuilding followed, and four years later there were 600 more. The focus was on saving souls, with saloon and street corner preaching, lists of Christian boarding houses, lectures, libraries and meeting halls, most of them in rented quarters.

In the early days, YMCAs were run almost entirely by volunteers. Before the Civil War, YMCAs typically had a handful of paid staff members who maintained the premises, operated the library and served as corresponding secretaries. Most associations perceived the need for full time staffing when YMCAs began putting up buildings in large numbers in the 1880s. Gyms and swimming pools came in at that time, along with large auditoriums, bowling alleys, and hotel-like rooms with bathrooms down the hall, called dormitories or residences. YMCAs took up boys work, organized summer camps, and set up exercise drills in classes. The YMCAs purpose was embodied in the triangle of spirit, mind, and body.

Through the influence of nationally known lay evangelists Dwight L. Moody (1837-1899) and John Mott (1865-1955), who dominated the movement in the last half of the nineteenth and first half of the twentieth centuries, respectively, the American YMCAs sent workers by the thousands overseas, both as missionary-like YMCA secretaries and as war workers. The YMCA also took on war relief for refugees and prisoners of war on both sides. Funds left over from war work helped in the 1920s to spur a YMCA building boom, outreach to small towns and counties, work with returning African-American troops, and the blossoming of YMCA trade schools and colleges. The Chinatown Y was built during this period.

The Great Depression brought a dramatic drop in YMCA income. A number of associations had taken up direct relief of the poor beginning in 1928, as unemployment mounted before the stock market crash of 1929. When direct relief was taken over by the federal government in 1933, it released YMCAs and other nonprofit organizations from their welfare tasks. This led the YMCA to reevaluate itself, resulting in an increased focus on social problems, partnerships with other social welfare agencies, and broad-based programs for the unemployed. The idea of broad-based programs for the unemployed spread widely and YMCAs discovered they could survive if they served a large number of people and had low building payments.

During World War II, YMCAs around the world assisted prisoners of war, displaced persons, and refugees, and the U.S. YMCA helped form the United Service Organization (USO), which ran drop-in centers for servicepeople and sent performers abroad to entertain the troops. By the close of the war, the YMCAs had changed. Sixty-two percent were admitting women, families were the new emphasis, and all races and religions were included at all levels of the organization. The rapidly expanding suburbs drew the YMCAs with them, sometimes leading to the abandonment of the old residences and downtown buildings that were no longer efficient or necessary.

In response to social changes in America during the late 1960s and early 1970s, larger outreach efforts were taken up by community YMCAs. After 1975, the old physical programming featured by YMCAs for a century began to revive as interest in healthy lifestyles increased nationwide. By 1980, pressure for up-to-date buildings and equipment brought on a boom in construction that lasted through the decade. Child care for working parents, an extension of what YMCAs had done informally for years, came with a rush in 1983 and quickly joined health and fitness, camping, and residences as a major source of YMCA income. During the 1980s and 1990s, the ideas of character development and civic virtues became central.

These YMCA activities have influenced the development of American social institutions, in areas such as widespread free public education, certification for staff in teaching programs, retirement plans for welfare organizations, programs and outreach missions aimed at groups such as American Indians that were excluded by others, and education. For example, Golden Gate University in San Francisco originated as the YMCA Evening College in the late nineteenth century, and approximately 20 universities nationwide began as YMCA teaching centers.

The YMCA in San Francisco

The first YMCA in San Francisco was established in 1853, one of 13 YMCAs operating in North America at the time. U.S. YMCAs serving Asians were first established in 1875 in San Francisco to serve the large local Chinese population, although the YMCA in Portland, Oregon, had opened a mission school and engaged a Chinese man to distribute religious tracts five years earlier. The Chinese were subjected to severe racism at this time, expressed in the Chinese Exclusion Act of 1882. The Chinatown YMCA was established in 1911, and held programs in various venues until it was sufficiently large to lease quarters on Stockton Street. By 1917 the Chinatown branch had grown to 500 members who began raising funds for construction of their own building. Following the purchase of the Sacramento Street

site, a campaign to raise money for construction of the building attracted the attention of shipping magnate Captain Robert Dollar who contributed a substantial sum. Architect Frederick Meyer, who designed three San Francisco YMCAs (including Chinatown) was chosen for the project, which was dedicated on February 16, 1926 (Chinese New Year).

The Chinatown Y Building

In the early 20th century, numerous Beaux-Arts-inspired revival styles, such as the palazzo form utilized for the design of the Chinatown Y building, were popular. This period, known as the American Renaissance in architecture, featured a flourishing of classical principles, and in fact it is claimed that more “classical” buildings were built during this period than during any other period in history, and on a scale previously unknown. It was American architecture that led the world in the development of new building types that utilized these timeless principles. Fundamental to the training of the first generations of formally educated American architects, who designed these buildings, were the principles found in the academic mix of Paris’ Ecole des Beaux Arts, where students attended lectures on architectural theory, engineering, materials, and urban planning. Underlying the training was the principle that the absolute expression of beauty was found in the classical architecture of Greece and Rome and, by extension, the later interpretations of the classical found in French and Italian Renaissance.

This education fostered an expression of those absolutes that caused buildings to be modeled on the tripartite form (base, shaft, capital) of the classical column. The Italian palazzo became one of the primary three-dimensional expressions in building form of this tripartite philosophy, with its rusticated base, a simplified mid-section representing the shaft, and an elaborate top element and cornice representing the capital. As a ubiquitous and prototypical form, endless reinterpretations of this building type are found throughout the urban America of the period. Beginning in the late 1930s, with the advent of European modernism, the popularity of the style waned, and many important examples from the period have subsequently been neglected or demolished. Although architect Meyer did not learn his Beaux Arts principles in Paris, in his practice he demonstrated a heavy reliance on this prototypical form, as seen in such examples as the Rialto Building, the Financial Center Building and the Bethlehem Shipyards Administration Building, among others. The form served as a basis for Meyer’s endless reinterpretation, rather than becoming formulaic.

The Chinatown YMCA Building was conceived as an athletic facility with an administrative and small hotel component. The four-story concrete and steel frame building features a floor plan in the form of

the letter "L," approximately 90 feet long on Sacramento Street, and 137 feet deep. Hidden behind this mass is the one-story gymnasium structure. The entire exterior is finished in painted cement plaster. The building is a full four stories tall, although a sloping site conceals most of the basement level. The building's horizontal mass is expressed in a tripartite horizontal layering with the rusticated ground floor forming the base of the structure. Floors two through four form the essentially undecorated mid-section of the building, which was originally painted with a warm-toned brown color. The color was unusual and especially successful as a complement to the warm-toned terra cotta used to decorate the original entrances, as well as the Gate and fencing at the Sacramento Street property line. The elaborately decorated cornice forms the top layer of the composition, expressed as a single unit with sinocized brackets, tiles, and tile roofing. An enframed composition at the building's original entrance features Renaissance forms, overlaid with Chinese motifs. The Sacramento Street facade is subdivided into seven equal vertical bays, each containing a single six-over-six double hung window at the top floor. On the principal (east) facade, the end bays are subtly articulated with the placement of copper rainwater leaders. The central section features elaborate terra cotta banding, and the expression of projecting balconies at the centers of the top two floors.

At the street level, a series of tall round-topped windows rests atop the rusticated basement level. The entire structure is composed of a concrete structural frame that required a minimum of interior columns, providing a maximum of large open spaces used variously as classrooms, lounges, etc., all programmatic requirements of the Chinatown YMCA. In plan, the "L" shaped structure oriented the short leg for the Sacramento Street facade and devoted the long leg (perpendicular to the street) as a formalist front facade overlooking the play area.

One of the hallmarks of Frederick H. Meyer's work was the presence of a formal entrance to his buildings. No matter how small or large, each of his buildings was graced with an elaborately decorated entrance, and the Chinatown Y is no exception. Although the Sacramento Street facade was relatively plain, the east facing Main facade and entrance that was elaborately decorated, faced onto a terrace overlooking the play area. A pair of carved wooden doors beneath the hooded entrance emphasized the importance of the entry. Above the entry were the ceremonial balconies centered on the facade supported by stylized Chinese brackets.

Although the building has remained largely unchanged, it underwent an Americans with Disabilities Act (ADA) upgrade in 1997 that relocated the entrance to the Sacramento Street facade and provided the building with an accessible entrance. This results in a blunting of the building's original formality and

in a confusing floor plan. The original entrance, along the building's east facade, was approached through the elaborate entrance gate that led up to a terrace. From there, two entrances (one for men, the other for boys) gave onto the building's formal public rooms. The gate remains, but its original wrought iron designs have been replaced. Also gone is the elaborate terra cotta balustrade (based upon the design of the Temple of Heaven in Peking, according to the architect). The interior still shows the exposed structural frame that has been stenciled in Chinese designs, but all other evidence of the once-formal, elaborately designed interior has vanished under subsequent remodels.

The Architect

In a recent article (summarized below) in *Heritage News* by Christopher VerPlanck, Frederick H. Meyer, the architect (with partner Albin Johnson) of the Chinatown Y, is described as a "Versatile Architect of The 'Old School'." According to VerPlanck, Meyer was one of the most prolific architects to work in San Francisco around the turn of the century, and yet today he is less well known than many of his contemporaries. In a career that spanned six decades, he designed a variety of building types and adapted to changing architectural tastes. Although he began in an era in which most prominent architects were educated at the Ecole de Beaux Arts, Meyer, locally born and trained, drew upon other sources. The contemporary Chicago School heavily influenced Meyer's work, and his office buildings, which constituted the bulk of his output, stand out today from the work of his Paris-educated contemporaries.

Frederick Herman Meyer was born June 26, 1876, in San Francisco, and attended public schools there. He learned to draft from working in a planing mill and in his father's cabinet shop. Meyer's appreciation for craftsmanship and his skill in handling fine detailing reflect these formative years. Meyer was one of the last prominent San Francisco architects to learn the profession the old-fashioned way, as an apprentice in local firms. He made the career move to architecture in an era of increased competition from graduates of professional architectural programs. Between 1880 and 1930, San Francisco's architectural profession underwent a gradual transition from a field dominated by locally-trained and self-taught practitioners to one presided over by credentialed, academically trained professionals with experience in the ateliers of France, Chicago, Boston or New York.

Frederick Meyer began as a draftsman, and in 1900 he took a job with Newsom and Newsom, well-known throughout California as the designers of some of the most exuberant and overwrought Victorian residences, including the Carson House in Eureka. Later Meyer became a partner in the firm. In 1902,

Meyer formed a partnership with Smith O'Brien, and produced some of the most notable structures in turn-of-the-century San Francisco, including the Rialto Building, 116 New Montgomery Street (1902); the Monadnock Building, 673-687 Market Street (1906); the Humboldt Bank Building, 783-785 Market Street (1906); the Hastings Building, 180 Post Street (1908); the Foxcroft Building (demolished), 68-82 Post Street (1908); and the Cadillac Hotel, 380 Eddy Street (1909), City Landmark Number 176. During his partnership with O'Brien, Meyer evolved a consistent design vocabulary that reflected the influences of the contemporary City Beautiful Movement, as well as the Chicago School. The work of Chicago firms such as Adler & Sullivan and Burnham & Root made a big impression upon Meyer, especially after a trip to Chicago in 1902. After Meyer returned, he and O'Brien received the commission for an office building on the southwest corner of Mission and New Montgomery Streets. What resulted from Meyer's plan (he was the principal designer) was an office building without precedent in San Francisco, the Rialto Building. This ten-story skyscraper incorporated many of the lessons Meyer learned in Chicago. One of the Chicago-inspired innovations he introduced is the H-shaped plan for the floors above the ground floor. The H-plan, like its relatives the U-plan and the E-plan, maximizes the amount of perimeter wall, thus bringing natural light and air to interior offices. The resulting light well of the Rialto breaks up what could have been an overwhelmingly massive street wall, occupying nearly a quarter of a block.

Meyer's repertoire also included hotels, industrial buildings, community halls, first-class apartment houses, breweries, private residences, power substations for PG&E, the entire shipyard of the Pacific Coast Shipbuilding Company in Bay Point, California, and one of the nation's first multi-level parking garages, the Post-Taylor Garage at 569 Post Street (1922).

In 1912, Frederick Meyer, John Galen Howard, and John Reid, Jr., three of the city's most distinguished architects, were appointed to the Civic Center Commission, to oversee the selection of architects and the development of what would become the most important realization of the City Beautiful Movement in the United States. Howard, Reid and Meyer also collaborated on the design of the first major Civic Center building to be completed, the Exposition or Civic (now Bill Graham) Auditorium (1914), a contributing structure in the Civic Center Historic District.

During the 1920s, Frederick Meyer established a partnership with Albin R. Johnson. Their most prominent commissions include Terminal Plaza Building at 440-454 Mission Street (1920), the Elks Club at 450-460 Post Street (1924), and the Financial Center Building at 405 Montgomery Street (1927). The last of these is the most significant. A fifteen-story steel-frame skyscraper with brick and terra cotta

curtain walls, the Financial Center Building, surrounded today by newer office towers, has been the subject of several reuse (rehabilitation) proposals in recent years. In addition to the Chinatown Y, Meyer also designed the Embarcadero Y (1924) and the Y Hotel (1926) at 351 Turk Street.

Like most of his contemporaries, Frederick Meyer did not complete many notable projects during the Depression and World War II. Nonetheless, as one of San Francisco's leading architects and businessmen, he continued to serve in important positions. In 1934, he was appointed Chairman of the Executive Committee of the Better Housing Program, and in 1942 he became the Administrator of Defense Transportation for San Francisco. One product of this period (1937), the Coffin-Redington Building (301 Folsom) shows Meyer expressing the prevailing Moderne style of the period.

After the Second World War, Frederick Meyer teamed up with Albert Evers and designed several office buildings in what has come to be known as "Corporate Modernism." The most prominent of these include the (demolished) Cahill Building, at 320 California Street (1946); 530-550 Kearny Street (1957); and the (altered beyond recognition) Occidental Life Building, at 550 California Street (1960). Meyer, working up to his last days, died on March 6, 1961, at eighty-four years of age.

The San Francisco Landmarks Preservation Advisory Board has acknowledged the importance of Meyer's work through the designation of several of his buildings as city landmarks. These include the Cadillac Hotel at 380 Eddy Street (1909), PG&E Station J at 569 Commercial Street (1914), and the Deutsches Haus at 601-625 Polk Street (1913). A contributing structure within both the local and National Register Civic Center Historic Districts is the Civic (Bill Graham) Auditorium which was designed by Meyer, in collaboration with John Galen Howard, and John Reid, Jr. The Union Iron Works Administration Building (Illinois and Twentieth Streets) and the Columbus Savings Bank (700 Montgomery Street), which is a contributing structure in the Jackson Square historic district, have both been nominated as city landmarks, but neither has yet completed the designation process.

Project Vicinity

Nearby buildings and land uses, which include residential, commercial, and institutional, are discussed in Section A. Land Use, Setting, (pages 36-38).

Historical Resources

An “historical resource” is defined as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources, one that is identified as significant in a local register of Historical Resources, such as Article 10 and Article 11 of the *Planning Code*, or one that is deemed significant due to its identification in an historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g). A resource that is deemed significant because of its identification in an historical resource survey meeting the requirements of Public Resources Code Section 5024.1(g) is presumed to be historically significant unless a preponderance of evidence demonstrates otherwise.

Commonly used criteria to determine an “historical resource” are those used to establish eligibility for the National Register of Historic Places. Because of their widespread application, they are highlighted below. However, the California Environmental Quality Act (CEQA) identifies other avenues to recognition as an historical resource, such as eligibility for listing on the California Register of Historical Resources (California Register) or a local register, or inclusion in qualified surveys for a building, site, object, or district (CEQA Section 21084.1 and CEQA Guidelines 15064.5). These means of acknowledging an historical resource are summarized in this section and under the discussion of “Significance Criteria.” In addition, CEQA Guidelines 15064.5(a)(3) and (a)(4) allow the City, as the lead agency, to determine that a building may be considered an historic resource for purposes of CEQA review even in the absence of a local landmark designation or listing or any determination of eligibility for listing under the State Register criteria.

National Register

The Chinatown Y has been surveyed for historic significance four times, and each survey has indicated that the building appears eligible or is eligible for listing on the National Register of Historic Places both singly and as part of a district.⁴ Surveys were conducted in 1979, 1982, 1986, and 1990. Results of the surveys are kept in the State Office of Historical Preservation Historic Properties Index. The Chinatown Y has been evaluated to have a National Register status of 3D, which means that it appears eligible as a contributor to a fully documented district, the proposed Chinatown Historic District. It should be noted that this District is proposed but has not been adopted. Although the Planning Commission deferred action on the proposed district after it was nominated by the Landmarks Preservation Advisory Board, the matter is still open.

This following discussion examines the rationale for the determination of eligibility for listing the building on the National Register of Historic Places. When evaluated within its historic context, a property must be shown to be significant for one or more of the four Criteria for Evaluation – A, B, C, and D. The Criteria describe how properties are significant for their association with important events (A) or persons (B), for their importance in design or construction (C), and for their information potential (D). The basis for judging a property's significance and, ultimately, its eligibility under the Criteria is historic context. The use of historic context allows a property to be properly evaluated in a nearly infinite number of capacities. After identifying the relevant historic context(s) with which the property is associated, the four criteria are applied to the property. Within the scope of the historic context, the National Register Criteria define the kind of significance the property represents. The National Register Criteria recognize different types of values embodied in districts, sites, buildings, structures and objects. Criteria A and B recognize Associative value – properties significant for their association or linkage to events (Criterion A) or persons (Criterion B) important in the past. Criterion C recognizes Design or Constructive value – properties significant as representatives of the manmade expression of the culture or technology. These three criteria are discussed below.

Criterion A: Event / Patterns of History. To be considered for listing under Criterion A, a property must be associated with one or more events in the defined historic context. Criterion A recognizes properties associated with single events, or with a pattern of events, or historic trends; these events or trends must be important within the associated context. As the earliest of the YMCAs to focus on Asian-Americans, the Chinatown Y occupies a unique position in the historic trends of cultural awareness and assimilation that define not only the Y as an organization, but the growth patterns of the nation as a whole.

Criterion B: Person. Properties eligible under Criterion B are usually associated with a person's *productive* life, reflecting the time period when he or she achieved significance. Properties that pre-date, or post-date an individual's significant accomplishments are usually not eligible. Scotsman Captain Robert Dollar, who was associated with fund-raising for the Chinatown Y, was an important figure in the history of San Francisco, having been publicly recognized as a leading businessman and philanthropist. He had modest beginnings but ultimately created a lumber and shipping fortune, and became, for a time, the nation's largest ship-owner. He is known internationally for having instituted around-the-world shipping service in the 1920s. In addition, the building was equipped with guest quarters for important Chinese visitors, although no archival records have been found to substantiate who these important dignitaries were.

Criterion C: Design / Construction. This criterion applies to properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering and artwork. To be eligible under Criterion C, a property must meet at least one of the following requirements. It must: 1) Embody distinctive characteristics of a type, period, or method of construction; 2) Represent the work of a master; 3) Possess high artistic value, or 4) Represent a significant and distinguishable entity whose components may lack individual distinction. In the case of the Chinatown Y building, the first three requirements apply to the building, as discussed below.

1) Embodies Distinctive Characteristics of a Type, Period, and Method of Construction.

TYPE AND PERIOD: In the early 20th century American architectural period, sinocized buildings such as the Chinatown Y are now seen as a stylistic result of the major wave of Chinese immigration that transformed Chinatown from a conventional San Francisco business neighborhood to picturesque tourist destination. The Chinatown Y building, with its site one quarter of a city block wide, is one of the largest and most commanding sinocized palazzo form buildings in Chinatown. As an immediate precursor to the high-rise office building, commercial buildings in the Florentine palazzo form have become a ubiquitous American building type, with distinct physical characteristics. The form was used appropriately for many similar building types or functions, including residences, private clubs, hospitals, office buildings, and libraries. Soon afterward, office blocks abandoned the horizontality that defines these earlier buildings for the verticality of the modern skyscraper, and the ever-increasing demand for office space replaced mid-rises such as the Chinatown Y with the high-rises of the 1920s and 1930s. Some of those later buildings utilize the same design principles, but package them in a vertical format, at the sacrifice of the horizontally-oriented palazzo form.

METHOD OF CONSTRUCTION: A defining characteristic of the Beaux Arts sensibility was its decision to look to the past for aesthetic inspiration, and to the future for the practical necessities of construction. As a consequence, palazzo form office blocks such as the Y were styled as coverings for a nascent modernism that included new materials and techniques: iron, steel, plate glass, rivets, the elevator, and mass production. This relatively large building, set on land near the traditional heart of Chinatown, balanced the inherent conservative nature of the building's architect with the aesthetic requirements of the Chinese community for whom it was designed.

2) Represents the Work of a Master. The biographical information on architect Frederick Meyer included in Project Site, The Architect, above, establishes him as “a master” for the purposes of this discussion.

3) Possesses High Artistic Value. Particularly in its sinocized decorative elements, the building is considered to have “high artistic value.” This sinocized treatment is commonplace in buildings in the Chinatown vicinity and helps to define the neighborhood.

As mentioned above, the building appears to be eligible or is eligible for listing on the National Register of Historic Places.

California Register

The California Register of Historical Resources is an authoritative planning guide used by state and local agencies, as well as the private sector, to identify the state’s historical resources and to indicate properties to be protected. This legislation allows Californians to define their own historic resources separate from the criteria developed at the national level through the National Register. Significance criteria for listing resources on the California Register are similar to the National Register, and a listing in the National Register results in automatic listing in the State Register. However, the California Register includes a broader range of resources that better reflect the history of California. The building and site satisfy the requirements for listing in the California Register.

Local Registries

San Francisco has been slow to develop a uniform historic building registry and instead relies on a patchwork of local ratings systems to determine whether a building is a “certified” historic resource. A recent Planning Department Zoning Information Bulletin recognizes four Categories of (local) Significance:

- 1) Landmarks Article 10 of the *Planning Code*;
- 2) Downtown Preservation Buildings Article 11 of the *Planning Code*;
- 3) Architectural Surveys; and
- 4) The National Register of Historic Places (discussed in National Register, above).

Landmarks Article 10

The building and site are not listed in Article 10.

Downtown Preservation Buildings Article 11

Categories similar to those adopted by *Splendid Survivors* by the Foundation for San Francisco's Architectural Heritage (discussed in Local Architectural Surveys, below) were later utilized in the development of San Francisco's Downtown Plan, and have been codified in Article 11 of the *Planning Code*. Architecturally important downtown buildings are divided into four categories, two of which are deemed "Significant" and two which are deemed "Contributing." "Significant" buildings are judged to be of individual importance as architecture, or have a high composite in terms of architecture and context, for which demolition is prohibited. "Contributing" structures have slightly lower scores, and are essentially valued for their contribution to the context, rather than for any singular architectural distinction. The Chinatown Y building is not listed in *Downtown Preservation Buildings Article 11*.

Local Architectural Surveys

The Chinatown Y building is listed in local Architectural Surveys: the 1976 *Citywide Survey*, and surveys conducted by The Foundation for San Francisco's Architectural Heritage (Heritage).

1976 Citywide Survey: This survey was compiled by the San Francisco Planning Department. It was a two-year survey that inventoried the city's approximately 146,000 structures, and rated them for visual or architectural appeal. The findings, compiled in an unpublished 60-volume manuscript housed at the Planning Department, document 10,000 of these structures (about 5% of the city's total), which were given ratings ranging from a low of "0" to a high of "5." The survey assessed each building's architectural importance but made no references to historical associations. Each building was given a summary rating that averaged the findings for architectural significance and the building's relationship with its surroundings. It has been widely reported that the survey's "best" buildings, those rated "3" or better, comprise the top two percent of the city's buildings, but no statistics are available to verify this claim. The Chinatown Y building was rated "1" of contextual value in the survey. Following the passage of the 1984 ballot initiative Proposition "M" (known as the "reasonable growth" initiative), Section 101.1 of the *Planning Code* was implemented, providing for a review of proposed projects for consistency with

the General Plan Policies of Neighborhood Conservation (paragraph 2), and Protection of Historic Buildings (paragraph 7).

The Foundation for San Francisco's Architectural Heritage: Heritage surveyed all of the structures in San Francisco's downtown commercial center and many sites in secondary downtown survey areas. The results were published in a 1979 book (*Splendid Survivors*) that profiled San Francisco's downtown architecture. The Chinatown Y building is not included in *Splendid Survivors*. However, additional survey work by Heritage, rated the Chinatown Y building an "A" - meaning of "highest importance." Heritage describes "A" - rated buildings as: "Highest Importance: Individually the most important buildings in downtown San Francisco, distinguished by outstanding qualities of architecture, historical values, and relationship to environment." According to this survey, all A-group buildings are eligible for the National Register, and of highest priority for City Landmark status.

Conclusions

The Chinatown YMCA Building was designed by architect Frederick Meyer and his partner Albin R. Johnson, and completed in 1926. The building has remained largely intact over its 75-year history, and is currently in good overall condition. The building appears to be eligible or is eligible for listing on the National Register of Historic Places and California Register of Historical Resources. It is rated "1" (of contextual value) in the San Francisco Planning Department's 1976 Citywide Survey, and is rated "A" – of Highest Importance in the Foundation for San Francisco's Architectural Heritage surveys. In addition, the Office of Historic Preservation has listed the building and site as "Contributing" to the 1986 (proposed) Chinatown Historic District. On the basis of this information, the Chinatown Y building is considered an historical resource under CEQA.

Significance Criteria

San Francisco has not formally adopted significance criteria regarding historical architectural resources. However, in accordance with CEQA section 21084.1, a project would have a significant effect if it would cause a substantial adverse change in the significance of an historical resource. The definition of an historical resource includes:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources, as determined by Public Resources

Code Section 5024.1 and Title 14, Section 4850 et seq. of the California Code of Regulations; and

- A resource included in a local register of historical resources as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code.

A “substantial adverse change” is defined by CEQA Guidelines Section 15064.5 as “demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

Project Impacts

Demolition of the Chinatown Y Building

The proposed project would include demolition of the Chinatown YMCA Building. The Chinatown Y building is considered an historical resource for CEQA purposes, and demolition of this building would be a significant adverse impact.

CEQA defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines, Section 15355). The demolition of the Chinatown Y building would add to the cumulative loss of historic resources in the proposed Chinatown Historic District. Chinatown has been an identifiable part of San Francisco for over a hundred years. The area includes over 250 historically and/or architecturally important buildings, which date from the early post earthquake years. The demolition of significant buildings, insensitive alterations, and shifts in scale all threaten the character of the area, and its potential as a designated historic district⁵.

NOTES - Historic Architectural Resources

¹ Barbara Judy, Preservation Architect, *letter to Frank Fung, Principal, ED2/International regarding Chinatown YMCA, 855 Sacramento Street, San Francisco, Historic Status*, June 2, 1999. This letter is available for review by appointment in File Number 1999.536E at the Planning Department, 1660 Mission Street, Fifth Floor, San Francisco.

² Patrick McGrew, Architect, *The Chinatown YMCA Historic Structure Report*, prepared for During Associates, May, 2001. This report is available for review by appointment in File Number 1999.536E at the Planning Department, 1660 Mission Street, Fifth Floor, San Francisco.

³ Thorne, K, 2001. Letter from the Northeast Information Center (File No: 01-SF-64E) regarding the Notice of Preparation of an Environmental Impact Report on the proposed Chinatown Y project, to Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 27 July. This letter is available for review in File Number 1999.536E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

⁴ Barbara Judy, June 2, 1999. Op.cit.

⁵ City and County of San Francisco Planning Department 1996. San Francisco General Plan, page II.2.3 Adopted 1996.

E. TRANSPORTATION

A transportation study for the proposed project was conducted by Wilbur Smith Associates.¹ The results are summarized in this section.

Setting

ROADWAY NETWORK

The project site is located in the Chinatown area of downtown San Francisco, in the block bounded by Sacramento Street to the north, Stockton Street to the west, California Street to the south, and Grant Avenue to the east (Figure 17, Existing Transit Network and Stop Locations, page 65). These streets provide local access to and from the site.

Highways. Two regional freeways provide the primary regional access to the project site. United States Highway 101 (U.S. 101) serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. Interstate 80 (I-80) connects San Francisco to the East Bay and points east via the San Francisco-Oakland Bay Bridge. U.S. 101 and I-80 merge south of the project site. Nearby northbound/eastbound access is provided with an on-ramp at Fifth/Bryant and an off-ramp at Fifth/Harrison. Also, there is an eastbound on-ramp on First Street and an off-ramp to Fremont Street for westbound traffic. Nearby southbound/westbound access is provided with an on-ramp at Fourth/Bryant and an off-ramp at Fifth/Bryant. In addition to U.S. 101 and I-80, the third regional freeway, Interstate 280 (I-280), provides regional access from the South of Market area to southern San Francisco, the Peninsula, and the South Bay. I-280 has an interchange with U.S. 101 south of the project area. Access to I-280 is via on- and off-ramps at the intersection of Sixth/Brannan.

Clay Street. Clay Street is an east-west roadway between Arguello Boulevard and Drumm Street. In the vicinity of the project site, Clay Street is one-way eastbound with one travel lane, parking on both



EXISTING TRANSIT NETWORK AND STOP LOCATIONS **FIGURE 17**

sides of the street and 10-foot -wide sidewalks. During the A.M. peak period, between Powell and Kearny Streets, the south parking lane of Clay Street is dedicated to buses and right turns (at other times, on-street metered parking and loading is permitted). The *San Francisco General Plan* identifies Clay Street as a Major Arterial in the CMP network, part of the MTS network, and a Transit-Preferential Street (transit important).

Sacramento Street. Sacramento Street is an east-west roadway between Arguello Boulevard and Drumm Street. It is westbound only between Drumm and Gough Streets. In the vicinity of the project site, between Powell and Stockton Streets, Sacramento Street has a grade of between ten and 18 degrees. In front of the project site there is an on-street passenger loading zone accommodating one vehicle, and one truck loading/unloading space. The sidewalk width in front of the project site is 9-feet, 9-inches. In the vicinity of the project site "Tow Away - No Standing" parking restrictions are in effect on both sides of Sacramento Street between 4:00 and 6:00 P.M. in order to create three travel lanes instead of the single travel lane in normal periods. Sacramento Street is identified in the *San Francisco General Plan* as a Neighborhood Commercial Street primarily between Drumm and Franklin Streets, and a Transit Preferential Street between Drumm and Steiner Streets.

California Street. California Street is a four-lane, east-west roadway, with parking on both sides, which extends between Drumm Street in the downtown area to just west of 32nd Avenue near Lincoln Park. The C-California cable car runs along California Street, between Drumm Street and Van Ness Avenue. In the vicinity of the project site, California Street has P.M. peak period parking prohibitions, and certain sections have grades as high as 15 percent. California Street is designated as part of the Citywide Pedestrian Network, a Transit Preferential Street between Van Ness Avenue and Drumm Street, and a Neighborhood Pedestrian Street between Fillmore and Market Streets.

Pine Street. Pine Street is an east-west roadway that begins at Davis/Market Streets and extends to just east of Masonic Avenue. Pine Street is one-way, with two to three westbound lanes, and parking on both sides. In the vicinity of the project site, a peak hour parking prohibition is enforced on the north side during the A.M. peak period, and on the south side during the P.M. peak period, to provide extra travel lanes. Pine Street is designated as a Major Arterial, part of the Neighborhood Pedestrian Street Network between Market and Kearny Streets and between Scott and Divisadero Streets. It is a Transit Preferential Street between Market and Kearny Streets.

Stockton Street. Stockton Street is a north-south roadway between Market and Beach Streets. It is southbound only south of Sutter Street. In the vicinity of the project site, Stockton Street generally has one northbound and two southbound lanes and 10-foot sidewalks. It has a Class III bike route (Route 17) that runs between Broadway and Post Streets. Between Sacramento and Sutter Streets, Stockton Street becomes the Stockton Tunnel. Above the Stockton Tunnel, between Bush and California Streets, Stockton Street is not a through street. Stockton Street is designated in the *San Francisco General Plan* as a Neighborhood Pedestrian Street between Market and California Streets, and a Transit Preferential Street between Market Street and Columbus Avenue.

Sabin Place: Sabin Place is a north-south alleyway located off California Street, approximately 200 feet west of Grant Avenue. Sabin Place is about 138 feet long and provides access to the off-street loading facility for 720 California Street and a private off-street parking lot with 18 marked spaces. The alleyway is approximately 13 feet wide, with four-foot sidewalks on both sides. On-street parking is not permitted.

Grant Avenue. Grant Avenue is a one-way northbound roadway between Market and North Point Streets. In the vicinity of the project site, Grant Avenue has one lane northbound, with a “No-Parking” restriction on the east curb, and on-street parking on the west curb. Grant Avenue is designated in the *San Francisco General Plan* as part of the Citywide Pedestrian Network between Market and Filbert Streets.

Kearny Street. Kearny Street is a north-south roadway extending from The Embarcadero to Market Street, but is not continuous throughout its length. In the vicinity of the project site, Kearny Street is one-way with four northbound lanes to Columbus Street, and restricted parking on both sides of the street. *The San Francisco General Plan* identifies Kearny Street south of Columbus Avenue as a Major Arterial and a Transit Preferential Street.

Waverly Place. Waverly Place is a one-way southbound alleyway, approximately 120 feet west of Grant Avenue. Waverly Place extends between Washington and Sacramento Streets. It contains one travel lane and a parking lane at the east curb (2 hour limit). There are 10 foot sidewalks on both sides of the street.

INTERSECTION OPERATING CONDITIONS

Four intersections were identified by the San Francisco Planning Department as having the potential to be most affected by traffic generated by the proposed project. The study intersections include: Stockton

III. ENVIRONMENTAL SETTING AND IMPACTS

Street/Sacramento Street, Stockton Street/Clay Street, Grant Avenue/California Street, and Grant Avenue/Sacramento Street. All four study intersections are controlled by traffic signals. Traffic counts were conducted in October 1999.

Levels of service (LOS) were calculated for the study intersections based on the *Highway Capacity Manual (HCM)* methodology (1994 Update). Level of service is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free-flowing conditions, to LOS F, indicating extremely long delays in passing through the intersection. The City of San Francisco considers LOS A through D to be excellent to satisfactory traffic conditions at an intersection, while LOS E and F are considered unacceptable. Definitions of the different levels of service are presented in Appendix B.

Existing levels of service at the four study intersections range from LOS C to LOS E, as shown in Table 1. Three of the study intersections currently operate at acceptable levels of service (LOS D or better), while the intersection of Stockton and Sacramento Streets operates at LOS E, with average delays per vehicle in excess of 40 seconds. At this intersection the westbound (uphill) approach experiences significant congestion and delays. Traffic operating conditions at the study intersections are often affected by localized congestion, and congestion at Union Square and the downtown area that spills back into Chinatown on Stockton and Kearny Streets.

Table 1			
Intersection Levels of Service			
Existing Conditions			
Intersection	Control	Delay (1)	LOS
Stockton/Sacramento	Signal	40.3	E
Stockton/Clay	Signal	33.0	D
Grant/California	Signal	24.4	C
Grant/Sacramento	Signal	17.3	C

Notes:

(1) Delay presented in seconds per vehicle.

Source: Wilbur Smith Associates, Turning Movement Counts conducted in October 1999.

TRANSIT NETWORK

San Francisco Municipal Railway (MUNI). The project site is well served by MUNI, with 13 MUNI bus lines (including eight express bus lines) and a cable car line passing by or near the site (see Figure 17, page 65). Headways on these lines range from three to 15 minutes.

Alameda-Contra Costa Transit District (AC Transit). Primarily a service provider in the East Bay to communities in western Alameda and Contra Costa Counties, AC Transit also provides express bus service between the East Bay and the Transbay Terminal in downtown San Francisco, about three quarters of a mile southeast of the project site.

Golden Gate Transit. Golden Gate Transit provides bus service to the North Bay from the Transbay Terminal, and ferry service to the North Bay from the Ferry Building on The Embarcadero, located about three-quarters of a mile east of the project site.

Bay Area Rapid Transit District (BART). BART operates a network of regional rail transit service that includes five rail lines covering a wide area of Alameda, Contra Costa, and San Francisco Counties, and is being extended to the San Francisco International Airport. The closest BART station to the project site (Powell Station) is located about one-half mile south of the project site.

Caltrain. Caltrain is a commuter train that provides service between San Francisco and Gilroy, about 25 miles south of San Jose. The Caltrain station is located about 1.5 miles southeast of the project site.

San Mateo County Transit District (SamTrans). SamTrans provides bus transportation between San Francisco and the South Bay. SamTrans routes include stops at the Transbay Terminal and along Mission Street, which is about three-quarters of a mile from the project site.

OFF-STREET PARKING

Surveys of the off-street parking supply in the project vicinity were conducted in 1999 and 2000 in an area generally bounded by Kearny Street to the east, Pine Street to the South, Powell Street to the west, and Washington Street to the north. There are three public parking facilities in the study area, providing about 1,013 parking spaces. During the weekday midday period, these facilities operate at an average of 97 percent of capacity.

ON-STREET PARKING

In general, the on-street parking in the vicinity of the project site is comprised of metered spaces, both unrestricted and for commercial vehicle/truck loading. Along most of the nearby streets, on-street parking is prohibited during the weekday A.M. or P.M. peak periods. On-street parking is well-utilized throughout the day, and is generally completely occupied during the weekday midday period.

PEDESTRIAN AND BICYCLE CONDITIONS

Pedestrian conditions were assessed in October 1999, between 4:00 and 6:00 P.M. (the weekday P.M. peak period), for the south sidewalk on Sacramento Street in front of the entrance to the Chinatown Y, and crosswalks at the intersection of Stockton/Sacramento. Operating characteristics of the pedestrian walkways were evaluated using the *1985 Highway Capacity Manual, Special Report 209, Transportation Research Board (1994 Update)* methodology. Crosswalk operating conditions are measured by average pedestrian density, with acceptable conditions defined as LOS D or better. The four crosswalks at the intersection of Sacramento/Stockton all operate at LOS B, and the sidewalk conditions on Sacramento Street at the entrance to the project site are also LOS B.

In addition to Citywide Bicycle Route 17 on Stockton Street noted above, Route 11 runs northbound on Sansome Street and southbound on Battery Street. These are signed (Class III) bicycle routes, without designated bicycle lanes. Relatively few bicyclists were noted during field observations.

SIGNIFICANCE CRITERIA

Within San Francisco, the threshold for a significant adverse impact on traffic has been established as the deterioration in level of service at a signalized intersection to LOS E or F, including a deterioration from LOS E to LOS F and from LOS D to E or F (LOS A through LOS D are considered acceptable operational levels of service). In addition, a project would have a significant adverse effect if it would interfere with existing circulation patterns, create major traffic hazards, or contribute considerably to cumulative traffic increases that would cause a deterioration in levels of service to unacceptable levels at intersections that would otherwise operate at acceptable levels. Although the City has not formally adopted significance criteria for potential impacts related to transit, parking, pedestrian, or bicycle impacts, the following commonly accepted criteria are applied to the analysis in this EIR. For transit impacts, a project would have a significant effect if it would cause a substantial increase in transit demand that cannot be accommodated by existing or proposed transit capacity, resulting in

unacceptable levels of transit service. Creation of parking demand that cannot be met by existing or proposed parking facilities would itself not be considered a significant impact. With respect to pedestrian or bicycle impacts, if a project would result in substantial pedestrian overcrowding, create particularly hazardous conditions for pedestrians or bicyclists, or otherwise substantially interfere with pedestrian and bicycle accessibility, it would be considered to have a significant effect. Generally, construction period transportation impacts would not be considered significant because they would be temporary.

Project Impacts

TRAVEL DEMAND

Travel demand was estimated for residents and visitors to the proposed residential uses, plus employees and patrons of the Y fitness center and community program uses. A trip generation rate of 9.02 daily trips per unit (a weighted average based on the number and size of the units) was used for the dwelling units, and 57 daily trips per 1,000 square feet was used for the fitness center, based on the San Francisco Planning Department's *Interim Transportation Impact Analysis Guidelines (SF Guidelines)*, published in January 2000. Travel demand associated with the Y community uses was based on information from the Y.

The proposed uses would generate about 3,593 daily person trips on a typical weekday and about 505 trips during the P.M. peak hour. About 50 percent of the weekday P.M. peak hour trips would be inbound to the site and 50 percent outbound from the site. The proposed project would replace the existing Y uses that are currently located on the project site, which currently generate about 91 person-trips during the P.M. peak hour. The existing 91 person-trips were subtracted from the 505 project-generated person trips to yield 414 net-new P.M. peak hour person-trips.

Mode split data for residential uses was based on 1990 U.S. Census journey-to-work data for the census tract containing the project site, and the mode split for the YMCA uses was based on surveys of YMCA users. Comparable data from the year 2000 Census was not available at the time of publication of this EIR. Of the 414 net new person trips, 18 would be by auto, 131 by transit, and 265 by other modes (including walk, bicycle and motorcycle). Based on the estimate that during the P.M. peak hour most trips by vehicle are drive-alone, the 18 auto-person trips result in 17 new vehicle trips (eight inbound and nine outbound).

TRIP DISTRIBUTION

Vehicle trip distribution was based on the routes that would be used to access the project site and garages in the area. Based on the roadway network, it was estimated that 30 percent of the trips would come from the west, 20 percent from the north, 40 percent from the east, and ten percent from the south. These distribution patterns were used to assign project-related vehicle trips to local streets.

TRAFFIC IMPACTS

To determine the effect of project-generated vehicle trips when added to the existing traffic on local roadways, project-generated traffic was distributed on the local traffic network and then combined with the existing traffic volumes to derive the Existing Plus Project traffic volumes. These volumes were used to derive the Existing Plus Project levels of service conditions at the study intersections presented in Table 2 (below). In general, the addition of project-generated traffic would result in minor increases in the average delay per vehicle at the study intersections, and all intersections would continue to operate at the same service levels as under existing conditions.

Table 2 Intersection Levels of Service Existing and Existing Plus Project Conditions				
	Existing		Existing Plus Project	
	Delay (1)	LOS	Delay (1)	LOS
Stockton/Sacramento	40.3	E	43.5	E
Stockton/Clay	33.0	D	35.7	D
Grant/California	24.4	C	24.4	C
Grant/Sacramento	17.3	C	18.5	C

Notes:

(1) Delay presented in seconds per vehicle.

Source: Wilbur Smith Associates, November 2000.

As noted above, the City of San Francisco considers LOS E and F to be unacceptable intersection operating conditions. Consequently, if a project would cause a signalized intersection to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F, the City would consider this to be a significant

impact. Based on these significance criteria, implementation of the proposed project would not result in any significant impacts on traffic conditions in the study area.

TRANSIT IMPACTS

As noted in Travel Demand, above, the proposed project would generate 131 net-new transit trips. These transit trips would use nearby MUNI lines and transfer to other MUNI bus and light rail lines or regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit and BART. It is anticipated that most of the transit trips would be on the 1-California, 15-Third, 30-Stockton and 45-Union-Stockton in both the inbound (towards downtown) and outbound (away from downtown) directions. While many of these bus lines operate at or close to capacity in the outbound direction during the P.M. peak period, particularly along Stockton Street, additional capacity exists in the inbound direction, and it is not anticipated that the addition of about 131 new transit trips would substantially affect transit conditions. The proposed project is a neighborhood-serving facility. Therefore, it is anticipated that the majority of health club members would use transit or would walk to the Y for programs and to use the fitness facilities.

PARKING IMPACTS

Under California Public Resources Code Section 21060.5, "environment" means "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance." Parking supply is not considered to be a part of the permanent physical environment in San Francisco. Parking conditions are not a static condition, as parking supply/demand varies from day to night, from day to day, month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Therefore, parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA.

Parking deficits may be associated with secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality, or noise effects caused by congestion. However, as noted above, in the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and relatively dense patterns of urban development, may induce drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any

such resulting shifts to transit service, in particular, would be in keeping with the City's "Transit First" policy.

Additionally, regarding potential secondary effects, cars circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would likely be minor and difficult to predict.

Thus, a parking shortage is not considered to be a permanent condition and is also not considered to be a physical environmental impact even though it is understood to be an inconvenience to drivers. Therefore, the creation of or an increase in parking demand resulting from a proposed project that cannot be met by existing or proposed parking facilities would not itself be considered a significant environmental effect under CEQA. In the absence of such physical environmental impacts, CEQA does not require environmental documents to propose mitigation measures solely because a project is expected to generate parking shortfalls.

The proposed project would provide one off-street parking space, with access from Sabin Place. This space is anticipated to be used by a vehicle maintained by the Y for deliveries, supplies and transporting Y program participants.

The *Planning Code* does not require parking for uses other than residential in the Chinatown Residential Neighborhood Commercial District, where the project site is located. Twenty-eight parking spaces would be required for the 28 residential units. The Zoning Administrator may reduce the required number of off-street parking spaces to a minimum ratio of 1:4 pursuant to the procedures set forth in Sections 161(n) and 307(g) of the *Planning Code*. A total variance is required from the off-street parking requirements for dwelling units to reduce the required off-street parking spaces from the *Planning Code* requirement of 28 spaces to none.

The estimated long-term parking demand for the proposed residential units was based on methodology presented in the *SF Guidelines*. For the proposed fitness and community center uses, the long-term parking demand was derived by estimating the number of employees and applying the mode split and average vehicle occupancy from the trip generation calculations discussed above. Short-term parking was estimated based on the total daily visitor trips by vehicle and an average turnover rate. Overall, the

project would result in a parking demand of 32 spaces, of which 21 would be long-term residential demand, two would be long-term employee demand, and nine would be short-term demand associated with the fitness center and community programs. Although the proposed project would provide one parking space for the YMCA van, there would be a shortfall of 31 spaces. Currently, the on-street parking in the vicinity of the proposed project is not fully occupied during the evening and overnight hours. In addition, the public off-street parking facilities in the study area operate at capacity during the weekday midday period, but with lower demand during the evening and overnight periods. Therefore, it is anticipated that the parking demand associated with the residential uses could be accommodated on-street, or through individual arrangements at nearby off-street facilities.

The proposed project also would not accommodate the parking demand of approximately 11 spaces by employees and visitors. These drivers would need to park elsewhere in the area (either on-street or at an off-street facility), or switch to transit, car pool, bicycle, or other forms of travel. As indicated above, the off-street parking facilities in the project area operate at capacity during the weekday and weekend midday, and visitors to the YMCA uses would need to be accommodated on-street.

The proposed residential units would be affordable units, with a minimum of 30 percent of the units proposed to be rented to very low and low income families and households. The YMCA traditionally recruits its employees from the community. The YMCA programs are designed to serve the neighborhood and the community. Therefore, it is anticipated that automobile ownership by the residents and the auto usage by visitors would be lower than the projected demand.

The urban setting in San Francisco includes a relatively high level of accessibility to transit compared to other California jurisdictions. Public transit service to the project site is discussed on page 69 of this EIR and includes 13 MUNI bus lines within a three-block radius of the project site.

Given the relatively small unmet parking demand (i.e., 31 daily spaces) and the relatively brief period of time when such a deficit would occur, the increased parking demand would not substantially alter the existing character of the areawide parking situation.

PEDESTRIAN/BICYCLE IMPACTS

Pedestrian trips generated by the proposed project would include walk trips to and from the uses, walk trips to and from the local and regional transit operators, and walk trips to and from parking facilities. Overall, the proposed project would generate 414 net-new pedestrian trips to the surrounding streets (including 131 transit, 18 auto, and 265 walk/bicycle/other trips) during the weekday P.M. peak hour. With the new pedestrian trips, the four crosswalks at the intersection of Sacramento/Stockton, and the

sidewalk on Sacramento Street at the entrance to the project site, would continue to operate at LOS B. Thus, the proposed project would not substantially affect the current pedestrian conditions.

A portion of the "other" trips generated by the proposed project are anticipated to be bicycle trips. As noted in Pedestrian and Bicycle Conditions, above, there are several bicycle routes near the project site. The proposed project would generate an increase in both the numbers of vehicles and bicyclists in the vicinity of the project site. However, this increase would not be substantial enough to affect bicycle travel in the area.

The proposed project would provide bicycle racks (number undetermined) either within the YMCA lobby or near the front entrance on Sacramento Street. Employees would be able to use the YMCA showers and lockers.

FREIGHT LOADING IMPACTS

The *Planning Code* does not require the proposed project to provide any off-street loading spaces, and the project would not provide an off-street loading dock. Delivery and service vehicle demand was calculated using the methodology presented in the *SF Guidelines*. The project would generate approximately 5.8 delivery/service vehicle trips per day, which corresponds to a demand for 0.27 loading spaces during an average hour, and 0.33 spaces during the peak hour of loading activities. Loading/unloading activities would occur from Sabin Place, an alley that connects the south side of the site with California Street (see Figure 1: Site Location, page 20). In addition, there is one on-street loading space on Sacramento Street in the immediate vicinity of the Y entrance. The proposed project would have a central area (room) for garbage off of Sabin Place. The proposed residential units would have a trash shoot that terminates in this area and the YMCA's freight elevator will come to this area. Trash pick-up will be once a day, which is the existing pick-up. The proposed project's loading demand would be accommodated on Sabin Place, as well as the on-street loading space on Sacramento Street.

CONSTRUCTION IMPACTS

Project construction is expected to take about 15 months, with staging of most construction equipment and materials occurring within the project site and on the Sacramento Street frontage. It is anticipated that the sidewalk along Sacramento Street would be closed throughout the construction period, and a temporary pedestrian walkway would be constructed in the adjacent parking lane. The temporary pedestrian walkway would eliminate the P.M. peak period towaway lane in front of the project site that

is used for vehicle travel. This closure would be coordinated with the City via the Building Permit process in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committees on Traffic and Transportation (ISCOTT). While no MUNI bus stops would need to be closed or relocated during the construction duration, if it is determined that temporary MUNI bus stop relocation would be needed, the relocation would be coordinated with MUNI's Street Operations/Special Events office.

As indicated above, the 15-month closure of the south curb parking lane on Sacramento Street would eliminate the P.M. peak period (4:00 to 6:00 P.M.) towaway lane used for vehicle travel. This closure would affect traffic operations on Sacramento Street and could potentially affect the operations of the 1-California bus line. The 1-California electric trolley travels westbound on Sacramento Street, with 3-minute headways during the P.M. peak period (40 buses travel past the project site during the 2-hour towaway period). Sacramento currently has a bus-only lane at the north curb between 4:00 and 6:00 P.M., one vehicle travel lane, and a parking lane at the south curb which has a No Stopping Anytime regulation between 4:00 and 6:00 P.M. This No Stopping regulation facilitates traffic movement on Sacramento Street. The removal of the south travel lane in front of the project site during the towaway period would require all vehicles to use the middle travel lane as they approach the project site. West of the project site, the south curb lane would again be available for vehicle travel. There would be approximately 120 feet between the project site and the Stockton Street pedestrian crosswalk.

Although P.M. peak hour traffic volumes are moderate on Sacramento Street (500 vehicles per hour), the steep grades affect vehicle and MUNI operations. The two vehicle travel lanes provide additional capacity for vehicles during the towaway period so they do not travel in the bus-only north curb lane. The break in the south curb towaway lane may result in a few vehicles traveling illegally in the bus-only lane. However, it is not anticipated to be a substantial number or affect MUNI operations. The 120 feet of two travel lanes approaching Stockton Street west of the project site would allow for vehicles to redistribute themselves to two lanes, and would allow for five vehicles per lane to queue when vehicles are stopped at the red light. The south curb lane would be used primarily by vehicles turning left onto Stockton Street, as this movement is relatively high (34 percent of westbound vehicles approaching Stockton Street).

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of

local streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations. It is anticipated that a majority of the construction-related truck traffic would use I-80 (to and from the East Bay) and U.S. 101 (to and from San Francisco and the South Bay). Trip distribution and mode split data are not available for the construction workers. However, it is anticipated that the addition of worker-related vehicle or transit trips would not substantially affect the transportation conditions, and any impacts on the vehicle or transit network would likely be less than for the proposed project.

The daily presence of 20 to 95 construction workers at the project site, depending on the phase of construction, would generate a temporary increase in parking demand in the area.

Although the traffic and parking effects of construction would not be considered significant impacts and mitigation measures are not required, the following improvement measures would assist in minimizing construction impacts:

- Limiting truck movements to the hours between 9:00 A.M. to 3:30 P.M. (or other times, if approved by the Department of Parking and Traffic (DPT)), would minimize disruption of the general traffic flow on adjacent streets during the A.M. and P.M. peak periods.
- To improve operating conditions, the project sponsor and construction contractor(s) would meet with the traffic Engineering Division of the Department of Parking and Traffic, the Fire Department, MUNI, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption and pedestrian circulation impacts during construction.
- To accommodate the temporary parking demand by construction workers, the project sponsor would need to make arrangements at parking facilities in the area or shuttle workers in from outside the area.
- Limiting truck queuing by using radio dispatch to summon trucks from a staging area.
- Requiring a flag person to direct traffic when trucks are entering and leaving the construction site, especially during the excavation and concrete pours.

2015 CUMULATIVE CONDITIONS

Under year 2015 Cumulative conditions, three study intersections would operate at LOS E or F during the weekday P.M. peak hour. At these intersections, the proposed project would contribute less than 1.0 percent of the total 2015 Cumulative traffic volumes and would contribute less than 4.0 percent of the growth in traffic volumes between Existing and 2015 Cumulative conditions. Thus, the project contribution would be less than significant.

NOTES - Traffic and Circulation

¹ Wilbur Smith Associates, *Chinatown Y Transportation Study, Case No. 99.563E*, January 31, 2002. This report is available by appointment for review in File Number 1999.536I at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

F. GROWTH INDUCEMENT

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not approved and implemented. The proposed project would replace the existing Chinatown Y with a larger Y facility containing more community and physical fitness space and approximately 28 housing units. This change in intensity of use on the site would not be expected to substantially alter development patterns in the Chinatown area or elsewhere in San Francisco. The total number of residents on the site could increase because some of the new residential units would be larger than the existing residential hotel and transient hotel units. It is anticipated that the residents of the proposed project, would relocate from elsewhere in the City and would not represent new residents to the City. Any increase in onsite residents would be small and would not represent a substantial population growth or concentration in the neighborhood, City, or region. The project is located in an urban area and would not necessitate or induce the extension of municipal infrastructure. In view of the above, there is no evidence to suggest that the project would result in additional development in the project site vicinity that would not otherwise occur.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

Pursuant to CEQA, for each significant impact identified in the EIR, the EIR must discuss feasible measures to avoid or substantially reduce the project's significant effects. All of the mitigation measures discussed in this EIR, which would avoid or reduce significant environmental effects have been adopted by the project sponsor and, therefore, are proposed as part of the project. Section A, below, contains those mitigation measures identified in this EIR or the Initial Study as necessary to mitigate significant environmental effects. Mitigation measures would reduce but not eliminate the impacts of the proposed project on historic architectural resources. Mitigation measures identified in this EIR and in the Initial Study would be required by the Planning Commission as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record.

Measures discussed below are divided into three categories: (1) measures that would avoid potentially significant impacts; (2) measures proposed to improve project effects that would not be considered significant impacts; and (3) measures addressed by or incorporated in existing laws or regulations. Several items are required by law that would serve to mitigate impacts. These include no use of mirrored glass on the building to reduce glare, as per Planning Commission Resolution 9212, and the limitation of construction-related noise levels, pursuant to *the San Francisco Noise Ordinance* (Article 20 of the *San Francisco Police Code*, 1972). For hazardous materials, local, State and Federal regulations must also be implemented.

Mitigation measures preceded by an asterisk (*) are from the Initial Study (see Appendix A).

A. MITIGATION MEASURES

The following mitigation measures are necessary to avoid potential significant impacts of the project and are included in the project by the project sponsor.

Construction Air Quality

- * • The project sponsor shall require the construction contractor(s) to spray the project site twice a day with water during demolition, excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.
- * • The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Historic Architectural Resources

The following measure would reduce but not eliminate significant effects related to demolition of the Chinatown Y.

- Historic documentation shall occur prior to the issuance of any permits, in accordance with the Historic American Building Survey, ["HABS"] recordation standards of the subject property and its site. The Project Sponsor shall employ an architectural historian to provide: 1) A written description of the subject property, and 2) Photographic documentation of the Y building, in addition to at least four (4) photographs of the site to HABS standards of detail and quality for photographic documentation in archival 4" x 5" or 5" x 7" photographs (mounted and labeled) with negatives. Materials shall be transmitted to the Secretary of the Landmarks Preservation Advisory Board, to the History Room of the San Francisco Public Library (Main Library), the Northwest Information Center, and the California Historical Society.

Cultural Resources

- * • Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are

necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center of the California Historical Resources Information System at Sonoma State University. Three copies of the final archaeology report(s) shall be submitted to the Office of Major Environmental Analysis, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the Northwest Information Center.

Hazardous Materials

- * • The project sponsor shall ensure that building surveys for asbestos, PCB-containing equipment, hydraulic oils, fluorescent lights, and lead-based paint are performed prior to the start of demolition. Any hazardous materials so discovered shall be abated according to federal, State and local laws and regulations.

B. IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than significant impacts. No improvement measures are suggested for the proposed project.

C. STATUTORY MEASURES

The following measures are required by existing laws and regulations for protection of the environment and would be implemented by the project sponsor:

Noise

- Demolition and construction activities would be conducted in compliance with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code).

Geotechnical Report

- A geotechnical investigation of the project site in 1995 found that because the site contained no loose, clean, poorly graded, fine-grained sands, which is the type of soil most susceptible to liquefaction, that there is little potential for liquefaction at the site. However, it is in an area delineated by the California Division of Mines and Geology as historically or potentially subject to liquefaction. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act.

Fire Safety

- The City of San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The San Francisco Fire Department and the Department of Building Inspection review final building plans to ensure conformance with these provisions. The proposed project would conform to these standards.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) of the *California Environmental Quality Act (CEQA)*, and with Section 15126.2 of the *State CEQA Guidelines*, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pages 80 through 83. The findings of significant impacts are subject to final determination by the Planning Commission as part of its certification process for the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Planning Commission.

The project, with mitigation, would have the following unavoidable significant impacts:

- Demolition of a significant historic cultural resource. The Chinatown Y appears to be eligible or is eligible for listing on the National Register of Historic Places and the California Register of Historic Places. This evaluation is based on: 1) the Y's association within the history of the YMCA in the United States and the settlement of the Chinese in San Francisco; 2) its association with Captain Robert Dollar, an important figure in the history of San Francisco and internationally known for instituting around-the-world shipping in the 1920s; and 3) its distinctive design as one of the largest and most commanding sinocized palazzo form buildings in Chinatown.
- Cumulative loss of historical resources in the proposed Chinatown Historic District. The project would add to the cumulative loss of historic resources in the proposed Chinatown Historic District. Chinatown has been an identifiable part of San Francisco for over a hundred years. The area includes over 250 historically and/or architecturally important buildings, which date from the early post earthquake years. The demolition of significant buildings, insensitive alterations, and shifts in scale all threaten the character of the area, and its potential as a designated historic district.

With implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, of this report, all other potential significant impacts would be reduced to a less-than-significant level. The

project sponsor has agreed to implement these mitigation measures in an agreement dated November 29, 2001¹

¹This mitigation agreement is available for public review by appointment at the San Francisco Planning Department, 1600 Mission Street, Fifth Floor, San Francisco, in Case File No. 1999.536E.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives instead of the proposed project, if an alternative would reduce or eliminate significant environmental impacts of the project and is determined to be feasible and would attain most of the basic objectives of the project. This determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this EIR and comments received on the Draft EIR.

Alternatives were selected that would reduce identified impacts of the proposed project while meeting most or all of the objectives of the project sponsor. As discussed in Chapters III and V, demolition of the existing Chinatown Y building would constitute a significant adverse impact because the building is eligible or appears to be eligible for the National Register of Historic Places. The building also casts new shadow on the Chinese Playground in a location where no shadow currently exists. Two of the alternatives address retention or preservation of the existing Y building. One of the alternatives would eliminate the shadow impact.

The following alternatives are evaluated: a No-Project Alternative, a Rehabilitation and Reuse of Existing Building Alternative, an Existing Building Expanded Program Alternative, and a Single Room Occupancy (SRO) Alternative. The first of the two preservation alternatives, the Rehabilitation and Reuse of Existing Building Alternative, would remodel the interior of the existing structure without enlarging the building shell. The second preservation alternative, the Existing Building Expanded Program Alternative, would retain and remodel the existing building as well as construct a six-story addition at the rear of the existing structure. The SRO Alternative would involve construction of a building similar to the proposed project, but with approximately 72 single room occupancy units in place of the proposed project's 28 dwelling units ranging in size from studios to four bedrooms. Other alternatives, with a variety of configurations of rehabilitation and reuse features, could also be considered by decision-makers, provided the proposed uses are similar to those analyzed in the proposed project or the alternatives.

While an off-site alternative could avoid demolition of the Chinatown Y building, no viable alternative sites have been identified within the project area and Chinatown, where the project could be constructed and meet most of the project sponsor's objectives.

ALTERNATIVE A: NO PROJECT

Description

This alternative would entail no change to the site. The proposed project would not be built. The existing Chinatown Y building on the site would not be demolished and none of the existing architectural features would be altered. However, this alternative would not preclude future proposals for redevelopment of the project site.

Impacts

If the No-Project Alternative were implemented, none of the impacts associated with the project would occur. This alternative would avoid the significant adverse project impact of demolishing the existing Chinatown YMCA building which is eligible or appears to be eligible for the National Register of Historic Places. In addition, the No Project Alternative would eliminate the new shadows cast on the Chinese Playground, and result in no increase in vehicle travel or transit use, as would occur with implementation of the proposed project. There would be no project-specific effects on intersection conditions, transit use, parking, loading, or pedestrian or bicycle traffic. (These impacts would all be less than significant with the proposed project.) Intersection operations and transit operating conditions that would degrade to unacceptable levels of service by the 2015 cumulative horizon year would do so with or without the project. Under this alternative, there would be no incremental contribution from the project site to these degraded conditions, beyond traffic and transit ridership already generated.

Other less-than-significant effects described in the Initial Study, including emissions of air pollutants, generation of noise during construction, potential discovery of subsurface cultural resources during excavation, and potentially hazardous materials, among other impacts, would not occur with this alternative.

The No Project Alternative would not meet the project sponsor's objectives of serving the Chinatown community by providing a modern full-facility health/fitness and recreation center, an Asian cultural center with a variety of Asian based health and fitness programs, an aquatics facility, a comprehensive

youth facility, and affordable dwelling units. Furthermore, the existing building would not be seismically upgraded under the No Project Alternative.

If this alternative is selected by the San Francisco Planning Commission and a different proposal is submitted at a later date for development of all or part of the project site, that proposal would be subject to a separate project-specific environmental review under the requirements of CEQA.

ALTERNATIVE B: REHABILITATION AND REUSE OF EXISTING BUILDING

Description

This alternative would entail rehabilitation, interior remodeling, and continued use of the existing Y building. Alternative B would include a seismic retrofit to meet current standards, and is intended to conform with *The Secretary of the Interior's Standards for Treatment of Historic Properties*. Under Alternative B, the remodeled building would contain updated Y facilities, but would not contain any housing. This alternative would maintain the historic character of the existing building and its exterior features, and the property would continue to be used for its historic purpose.

Although this alternative would not substantially change the existing building's shell, it would have approximately 19,000 more square feet because the basement floor would be expanded to use the entire site/footprint, the first floor would be increased to include a multi-purpose/community center in the rear of the playground, the second floor would be increased to include a youth center, and, on the third floor, the gymnasium roof would be used for a running track. Under Alternative B: Rehabilitation and Reuse of Existing Building (Existing Building Alternative), the remodeled building would have a total of approximately 47,200 square feet.

On the ground floor, approximately 19,200 square feet would contain a natatorium, aerobics/dance room, men's and women's locker areas, weight room, personal fitness space, observation lounge, assisted changing area, pool lobby, office, mechanical/electrical room, and circulation/miscellaneous space.

On the first floor, approximately 13,500 square feet would contain a gymnasium, youth/community reception area, youth center, community lobby, multi-purpose room, community center/multi-purpose room, lounge, bathrooms, elevator and elevator lobby, kitchen, offices, office toilets, trash room, storage,

hall, corridor, and circulation/miscellaneous space. There would also be about 4,370 square feet in an outdoor play yard.

On the second floor, approximately 8,200 square feet would contain a youth center, bathrooms, elevator and elevator lobby, office, youth center, reception area, corridor, storage, hall and circulation/miscellaneous space. There would also be 500 exterior square feet in an outdoor terrace.

On the third floor, approximately 6,300 interior square feet would contain a cardiovascular exercise weight area, fitness office, bathrooms, elevator and elevator lobby, office, aerobics room, and circulation/miscellaneous space. There would also be about 4,460 exterior square feet in a gymnasium roof/running track.

Estimated construction costs for this alternative have been estimated to be about \$20 million.

Impacts

Compared to the proposed project, Alternative B: Rehabilitation and Reuse of the Existing Building would have different and less environmental effects on historic architectural resources, visual quality, transportation, parking, and population.

The Existing Building Alternative would avoid the significant adverse impact on historic architectural resources caused by the proposed project's demolition of the existing historic Chinatown Y building and new shadow on the Chinese Playground. While only an analysis by the State Historic Preservation Officer can determine if a proposed alteration meets the *Secretary of Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* (the "Secretary of Interior's Standards"), the Existing Building Alternative is designed to meet the standards. The building would continue to be used for its historic purpose, requiring minimal change to the defining characteristics of the building and its environment. The historic character of the property, including distinctive features, finishes, construction techniques, and examples of craftsmanship, would be retained and preserved. The removal of historic materials would be avoided. Deteriorated historic features would be repaired to the extent possible, or replaced with materials that match as nearly as possible. Replacement of missing features would be documented, and the surface cleaning of the structure would be undertaken by the gentlest means possible. For these reasons, the Existing Building Alternative would preserve the existing building's historic architectural resources, in contrast to the proposed project.

Alternative B is a more conservative preservation approach than Alternative C: Existing Building Expanded Program, described below, in that the building's shell would generally remain intact, although the basement would be enlarged.

Because the building shell and exterior characteristics would not be substantially changed, the visual impacts of the Existing Building Alternative would be less than those of the proposed project, which would alter some views, but still would be less than significant. Due to the smaller amount of square footage, including the elimination of residential uses, this alternative would result in fewer vehicle and transit trips than the proposed project. The impacts of both the proposed project and this alternative on intersection levels of service, transit, parking, pedestrians, bicycles, construction impacts, and cumulative traffic impacts would be less than significant. Similarly, the Existing Building Alternative would generate a smaller increase in employment and daily population, and the population effects of both this alternative and the proposed project would be less than significant. This alternative would not create new additional shadows in the Chinese playground, in contrast to the proposed project.

Other effects described in the Initial Study for the proposed project, such as construction noise and air emissions, would be less than those of the proposed project because there would be no demolition, or construction of a new building. All impacts would be less than significant with implementation of the mitigation measures recommended for the proposed project, including this alternative's effects on historic architectural resources.

The Existing Building Alternative would partially satisfy the project sponsor's objectives of serving the Chinatown community by providing, in a seismically-upgraded building, an updated health/fitness and recreation center, an Asian cultural center with a variety of Asian based health and fitness programs, an aquatics facility, and a youth facility. However, this alternative would not provide any affordable housing, and the construction cost would be prohibitive to the YMCA.

ALTERNATIVE C: EXISTING BUILDING EXPANDED PROGRAM

Description

This alternative would entail rehabilitation and continued use, as well as expansion, of the existing YMCA building. Alternative C would conform with *The Secretary of the Interior's Standards for Treatment of Historic Properties*, and would include a seismic retrofit to meet current standards and construction of

a six-story addition at the rear of the existing structure (Figures 18 and 19, pages 92 and 93). The rehabilitated and expanded building would retain its Sacramento Street facade, and be used for an updated YMCA program and approximately 26 housing units. The new addition would be attached to the south side of the existing YMCA building. The addition would be three stories higher than the existing building, and would extend from the western side of the existing building to the eastern side of the existing playground (farther east than the existing building) on the south side of the site. Thus, when viewed from the north on Sacramento Street, the addition would be visible both behind and to the east (left) of the existing building. Under Alternative C: Existing Building Expanded Program, the building would have a total of approximately 76,780 square feet.

On the ground floor, approximately 18,370 square feet would contain a natatorium, spa, aerobics/dance room, men's and women's locker areas, weight room, observation lounge, assisted changing area, pool lobby, office, storage, mechanical/electrical room, elevator and elevator lobby, stairs/vestibules, and circulation/miscellaneous space.

On the first floor, approximately 13,500 square feet would contain a gymnasium, youth/community reception area, youth center, community lobby, multi-purpose room, community center/multi-purpose room, lounge, bathrooms, elevator and elevator lobby, kitchen, offices, office toilets, trash room, storage, hall, corridors, stairs/vestibules, and electrical room. There would also be about 4,370 square feet in an outdoor play yard.

On the second floor, approximately 8,200 square feet would contain a youth center, bathrooms, elevators and elevator lobbies, offices, youth center, corridor, storage, hall, garage, housing entry and lobby, trash room, and stairs/vestibules. There would also be about 520 square feet in an outdoor terrace.

On the third floor, approximately 13,700 square feet would consist of 6,650 square feet of YMCA uses (cardiovascular exercise weight area, fitness office, bathrooms, elevator and elevator lobby, stairs/vestibule), and 7,050 square feet of housing. There would also be about 170 square feet of outdoor space associated with the housing.

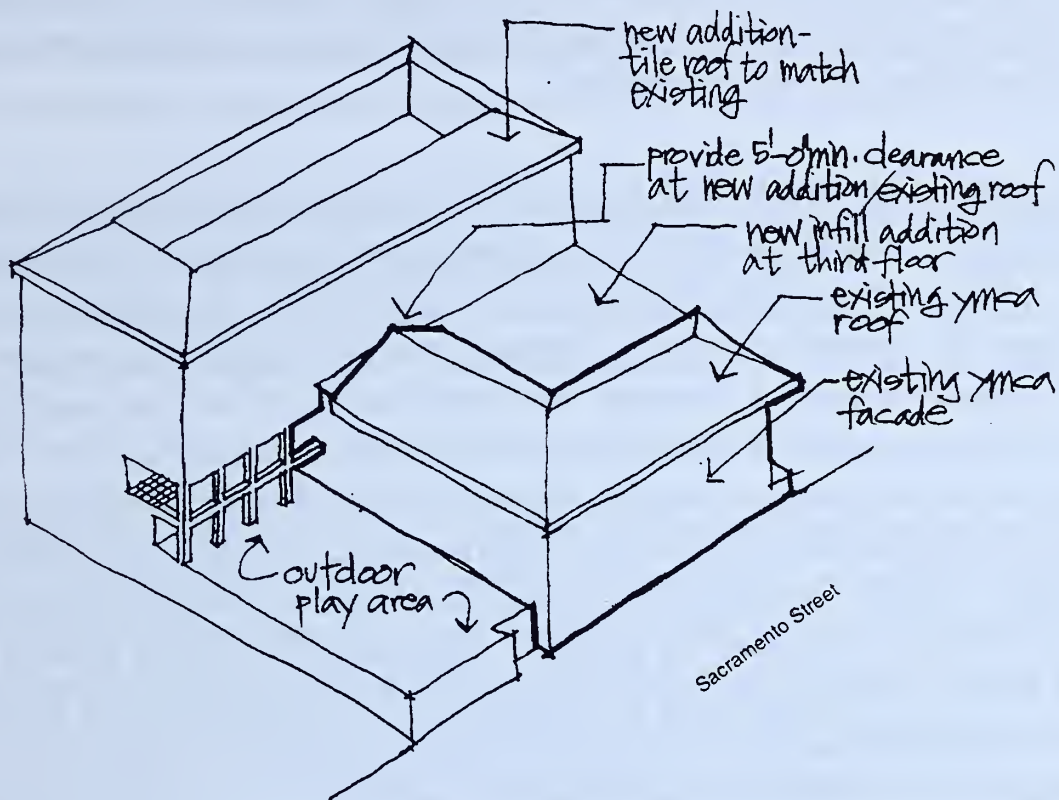
The fourth floor would contain about 7,670 square feet of housing and an outdoor terrace of 1,500 square feet, and the fifth and sixth floors would each contain 7,670 square feet of housing. The 26 housing units would be distributed approximately equally among the third through sixth floors.

The estimated construction costs would be about \$27 million.



Source: ED2 International

ALTERNATIVE C, SACRAMENTO STREET ELEVATION FIGURE 18



Source: ED2 International

ALTERNATIVE C, MASSING DIAGRAM **FIGURE 19**

Impacts

Compared to the proposed project, Alternative C: Existing Building Expanded Program would have different and less environmental effects on historic architectural resources and visual quality, and similar effects on transportation, parking, and population.

The Existing Building Expanded Program Alternative would avoid the significant adverse impact on historic architectural resources caused by the proposed project's demolition of the existing historic Chinatown Y building. While only the State Historic Preservation Officer can determine if a proposed alteration meets the *Secretary of Interior's Standards*, the Existing Building Expanded Program Alternative is designed to meet the standards. The building would continue to be used for its historic purpose, requiring minimal change to the defining characteristics of the building and its environment. The historic character of the property, including distinctive features, finishes, construction techniques, and examples of craftsmanship, would be retained and preserved. The removal of historic materials would be avoided. Deteriorated historic features would be repaired to the extent possible, or replaced with materials that match as nearly as possible. Replacement of missing features would be documented, and the surface cleaning of the structure would be undertaken by the gentlest means possible. No changes would be made to create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings. The new exterior alterations and related new construction would not destroy historic materials that characterize the property.

The new construction would be differentiated from the old and would be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. Finally, the new construction would be undertaken in a manner such that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. For these reasons, the Existing Building Expanded Program Alternative would preserve the existing building's historic architectural resources, in contrast to the proposed project. Nevertheless, Alternative C: Existing Building Expanded Program is a less conservative preservation approach than Alternative B: Existing Building, in that the building would be enlarged, rather than making alterations within the existing shell.

The Existing Building Expanded Program Alternative would have similar impacts on transportation, parking, and population, compared to the proposed project. Due to the slightly smaller amount of housing and Chinatown Y facilities in this alternative, it would result in slightly fewer vehicle and transit trips than the proposed project. The impacts of both the proposed project and this alternative on intersection levels of service, transit, parking, pedestrians, bicycles, construction traffic, and cumulative traffic would be less than significant. The Existing Building Expanded Program Alternative would

generate about the same change in daily population, and the population effects of both this alternative and the proposed project would be less than significant. The Existing Building Expanded Program Alternative would be of a similar height, and nearly as bulky as the proposed project, and as a consequence, the visual and shadow impacts would be similar to those of the proposed project. There would be new shadow on the Chinese Playground and this would be a potentially significant impact.

Other effects described in the Initial Study for the proposed project, such as construction noise, air emissions, energy, hazards, and cultural resources, would be similar to those of the proposed project. This alternative's effects on historic architectural resources would be less than significant, but the effect of new shadow would require review by the Recreation and Parks Commission and the Planning Commission.

The Existing Building Expanded Program Alternative would satisfy the project sponsor's objectives of serving the Chinatown community by providing, in a seismically-upgraded building, an updated health/fitness and recreation center, an Asian cultural center with a variety of Asian based health and fitness programs, an aquatics facility, a youth facility, and affordable housing. However, this alternative would have an inefficient layout limited by having to work within the confines of adding a large structure to an existing historic one, and would be considerably more expensive than the demolition and replacement of the existing building.

ALTERNATIVE D: SINGLE ROOM OCCUPANCY (SRO)

Description

The Single Room Occupancy (SRO) Alternative would involve demolition of the existing building and the construction of a building of the same size and configuration as the proposed project, with Chinatown Y fitness and community space on the ground through third floors similar to the proposed project. In the SRO Alternative, the housing areas on the third, fourth, fifth, and sixth floors would contain approximately 72 single room occupancy units rather than the proposed project's 28 dwelling units ranging in size from studios to four bedrooms.

As in the proposed project, the ground floor, containing approximately 18,838 square feet, would have a lap pool and a training pool, men's and women's locker rooms, showers, saunas, steam room, assisted changing area, observation lounge, storage and ancillary office space, child care, administrative office, storage, mechanical/electrical room, building services, and circulation space.

Like the proposed project, the first floor, containing approximately 16,098 square feet, would house the main entrance to the Chinatown Y community facility, a gymnasium, classrooms, a teen center, a technology center for young adults and members, administrative and counseling offices, kitchen, bathroom, storage and circulation space.

Also like the proposed project, the second floor, containing approximately 11,071 square feet, would house a fitness center (with cardio-vascular equipment, a free weights area, and aerobics dance studio), offices, bathrooms, a one-car garage with entrance off Sabin Place, and the entrance lobby to the residential units.

Part of the approximately 12,049 square foot third floor would, like the proposed project, contain approximately 1,500 square feet of Y space and a community room to be shared by the housing component and the Chinatown Y. The remainder of the third floor would be occupied by SRO units, along with the fourth floor (approximately 11,053 square feet), the fifth floor (approximately 8,817 square feet), and the sixth floor (approximately 6,323 square feet). There would be a total of 72 single room occupancy units in the residential portions of the third through sixth floors, in contrast to the proposed project's 28 housing units ranging from studios to four-bedroom units.

Impacts

The impacts of Alternative D: Single Room Occupancy (SRO) would be similar to those of the proposed project.

The SRO Alternative, like the proposed project, would have a significant adverse impact on historic architectural resources caused by the demolition of the existing historic Chinatown Y building.

The SRO Alternative would have similar impacts on transportation and parking as the proposed project. In this alternative, the residential areas of the building's third through sixth floors would be occupied by approximately 72 single room occupancy rather than 28 affordable housing units. The SRO residents would generate approximately 24 P.M. peak hour vehicle trips, as opposed to the 20 P.M. peak hour trips generated by the proposed project. This small increase would not substantially affect local intersection operating conditions, and the impacts of the SRO Alternative, like those of the proposed project, on intersection levels of service would be less than significant. For the same reason, the impacts of the SRO Alternative on transit, parking, pedestrians, bicycles, construction traffic, and cumulative traffic, would be less than significant.

The 72 SRO units of this alternative would have an estimated 72 residents, less than the maximum 118 residents of the proposed project. The visitors and employment generated by the YMCA facilities in the SRO Alternative would be the same as the proposed project. The total daily population of this alternative would be less than for the proposed project. The population effects of both the project and this alternative would be less than significant.

Other effects described in the Initial Study for the proposed project, including land use, visual quality, noise, air quality, wind, shadow, utilities/public services, biology, geology/topography, water, energy, hazards, and cultural resources, would be similar to those of the proposed project. All impacts would be less than significant with implementation of the mitigation included in the proposed project, with the exception of this alternative's effects on historic architectural resources, and on shadows on the Chinese Playground.

The SRO Alternative would fulfill the project sponsor's objectives of serving the Chinatown community by providing, in a modern building, an updated health/fitness and recreation center, an Asian cultural center with a variety of Asian based health and fitness programs, an aquatics facility, a youth facility, and affordable housing. However, this alternative would not provide 28 affordable housing units (studios through four-bedroom apartments) suitable for families; rather, it would provide 72 units of SRO suitable for individuals only.

VII. EIR AUTHORS

EIR AUTHORS

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VIII. APPENDICES

Appendix A: Initial Study

Appendix B: Intersection Level of Service Designations

Appendix C: Distribution List

Appendix A

Initial Study

**NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED**

Date of this Notice: July 14, 2001

Lead Agency: San Francisco Planning Department
1660 Mission Street
San Francisco, California 94103-2414

Agency Contact Person: Nannie Turrell

Telephone: (415) 558-5994

Project Title: 1999.536E: Chinatown YMCA

Project Sponsor: YMCA of San Francisco

Project Contact Person: Frank Fung

Telephone: (415) 474-1400, ext. 200

Project Address: 855 Sacramento Street
Assessor's Block and Lot: Block 242, Lot 27
City and County: San Francisco

Project Description: The proposed project entails the demolition of the existing three-story plus basement, 28,200-square-foot YMCA building at 855 Sacramento Street and construction on the site of a new seven-story, approximately 84,190-square-foot building to provide about 47,020 square feet of community and physical fitness space, approximately 37,170 square feet of residential space, and one off-street parking space. The new housing units (a maximum of 28) would be affordable housing. The project site is on Sacramento Street between Grant and Stockton Streets, within the Chinatown District. Lot 27 is within the CRNC (Chinatown Residential Neighborhood Commercial) Zoning District and a 65-A Height/Bulk District. The project requires a Conditional Use Permit and a Variance from off-street parking requirements.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the Planning Commission: August 14, 2001. An appeal requires: (1) a letter specifying the grounds for the appeal, and (2) a \$209.00 filing fee. The public is invited to comment on the scope of the EIR. Such comments must be received by August 14, 2001, to ensure consideration in preparing the Draft EIR.



Paul E. Maltzer
Environmental Review Officer

Initial Study
1999.536E Chinatown YMCA

PROJECT DESCRIPTION

The proposed project would entail construction of an approximately 84,190 gross-square-foot, seven-story building at 855 Sacramento Street, on the block bounded by Sacramento, Stockton, California, and Grant Streets (Figure 1). The proposed building would house a new YMCA that would replace the existing four-story Chinatown YMCA that currently occupies Lot 27 of Assessor's Block 242, a square lot of 18,906 square feet (sf). The proposed building would conform to the 65-foot height limit and would provide 47,020 gross square feet (gsf) of community and physical fitness space and up to 37,170 gsf of residential space for up to 28 residential units, which would be affordable housing (Figures 2 to 10). A single off-street parking space would be provided.

The existing 45-foot-tall building, which would be demolished as part of the project, consists of 21,850 gross square feet of community and physical fitness space and 5,250 gross square feet of residential space, including 21 residential hotel units and 10 transient hotel rooms. The building was included in the 1976 Architectural Survey conducted by the San Francisco Planning Department and was assigned an overall rating of 1 (where 0 is the least important and 5 is the most important), indicating that it is of contextual value. Prior to demolition, the project would require review by the Landmarks Preservation Advisory Board.

After demolition of the existing building, YMCA proposes to construct a replacement facility. The proposed building would be seven stories, 65-feet high with the first floor partially below grade. The proposed project would contain about 84,190 gsf of space, of which about 37,170 gsf would be residential use and approximately 47,020 gsf would be YMCA space (community, physical fitness and recreation space) and one-off street parking space.

The affordable housing component, with a maximum of 28 affordable dwelling units, would be managed and operated by Asian Inc., a community-based non-profit agency. The housing component would consist of two studios, nine one-bedroom units, three two-bedroom units, thirteen three-bedroom units and one four-bedroom unit. The dwelling units would range from 405 gsf for the studio to 1,380 gsf for the four-bedroom unit. The entrance to the YMCA facility would be off Sacramento Street; the entrance to the housing units would be off Sabin Place, which is a dead-end alley off California Street.

The ground floor, containing approximately 18,330 gsf, would have a 12,600 gsf area with a lap pool and a training pool, men's and women's locker rooms, showers, saunas, steam room, assisted changing area, observation lounge, storage and ancillary office space. The remainder of this level, containing 5,730 gsf, would contain child care, an administrative office, storage, a mechanical/electrical room, building services, and circulation space.

The first floor, containing approximately 16,110 gsf, would house the main entrance to the YMCA community facility, a gymnasium, classrooms, a teen center, a technology center for young adults and members, administrative and counseling offices, a kitchen, a bathroom, storage and circulation space.

The second floor, containing approximately 11,080 gsf, would house a fitness center, which includes cardio-vascular equipment, a free weights area, an aerobics/dance studio, offices, bathrooms, the one-car garage with entrance off Sabin Place, and the entrance lobby to the residential units.

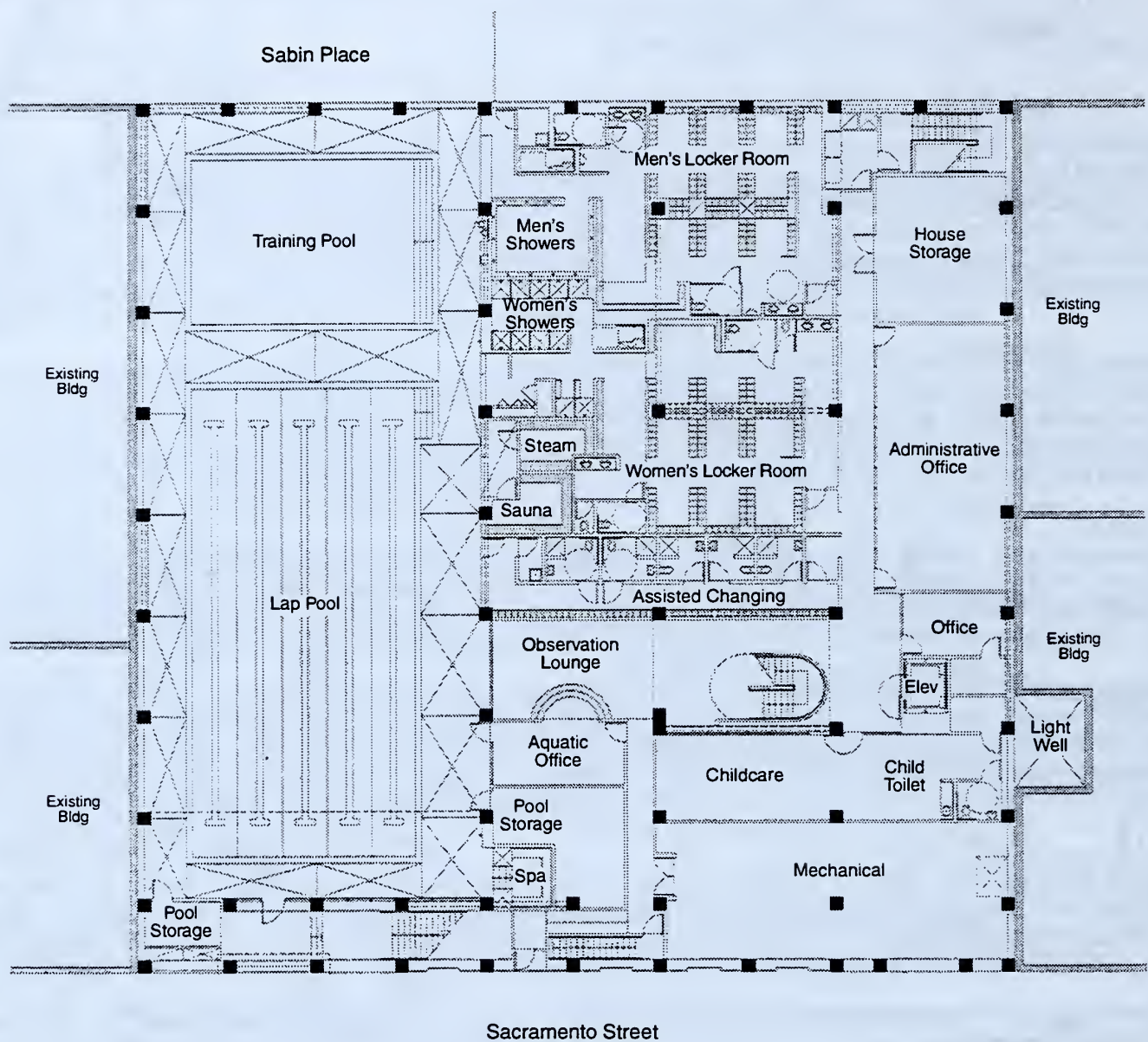
Part of the third floor and the fourth through sixth floors would contain the residential component of the proposed project. The third floor would contain approximately 12,380 gsf, with approximately 1,500 gsf of YMCA space, and six dwelling units (two one-bedroom units, one two-bedroom unit, and three three-bedroom units), and a community room to be shared by the housing component and the YMCA.

The fourth floor, containing approximately 11,050 gsf, would have one studio, four one-bedroom units, one two-bedroom unit and four three-bedroom units. The fifth floor, containing approximately 8,810 gsf, would have one studio unit, three one-bedroom units, and four three-bedroom units. The sixth floor, containing approximately 6,430 gsf, would have one two-bedroom unit, two three-bedroom units and one four-bedroom unit.



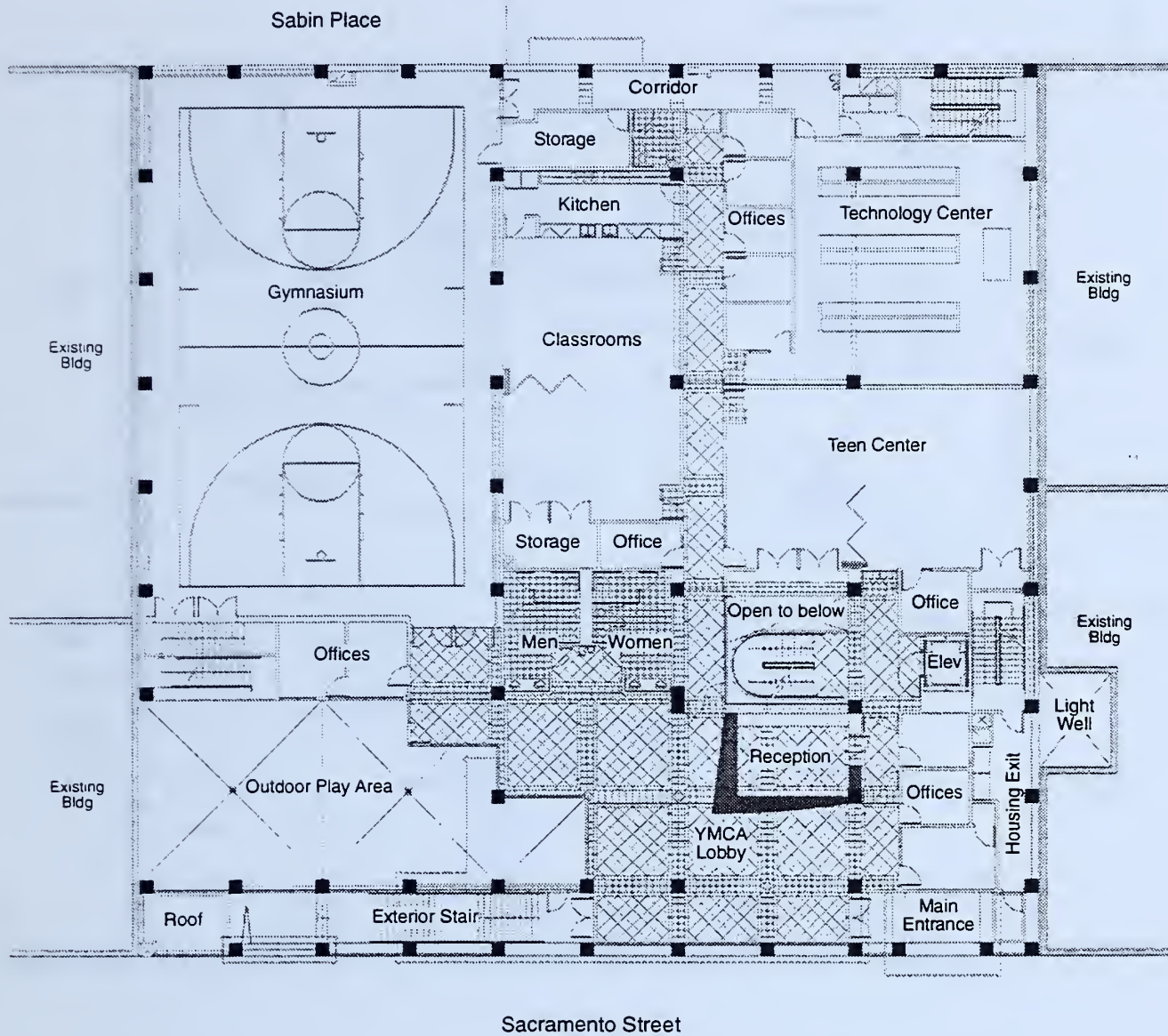
Source: During Associates

PROJECT LOCATION FIGURE 1



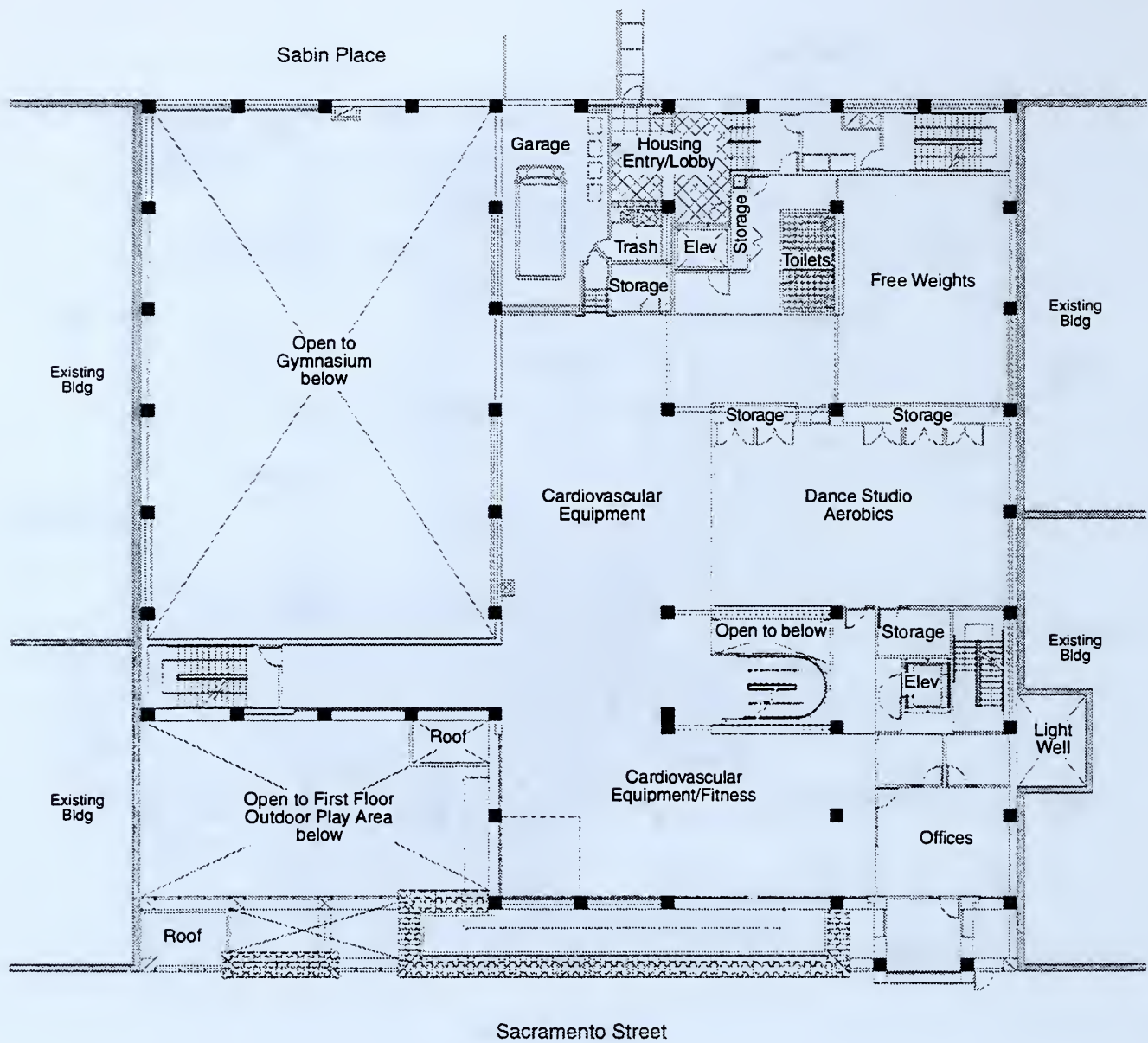
Source: Frank Fong Architects

GROUND FLOOR PLAN FIGURE 2



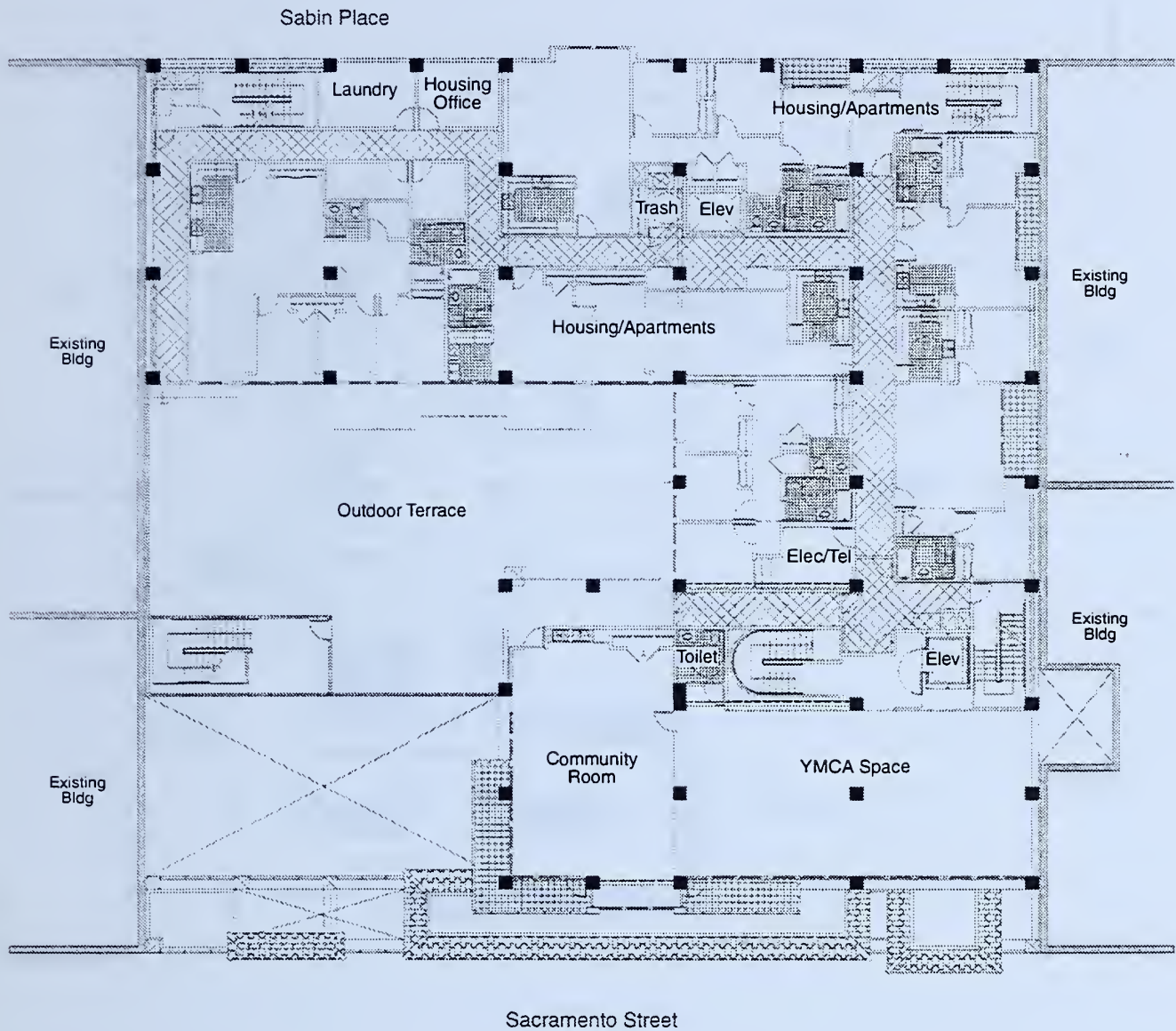
Source: Frank Fong Architects

FIRST FLOOR PLAN **FIGURE 3**



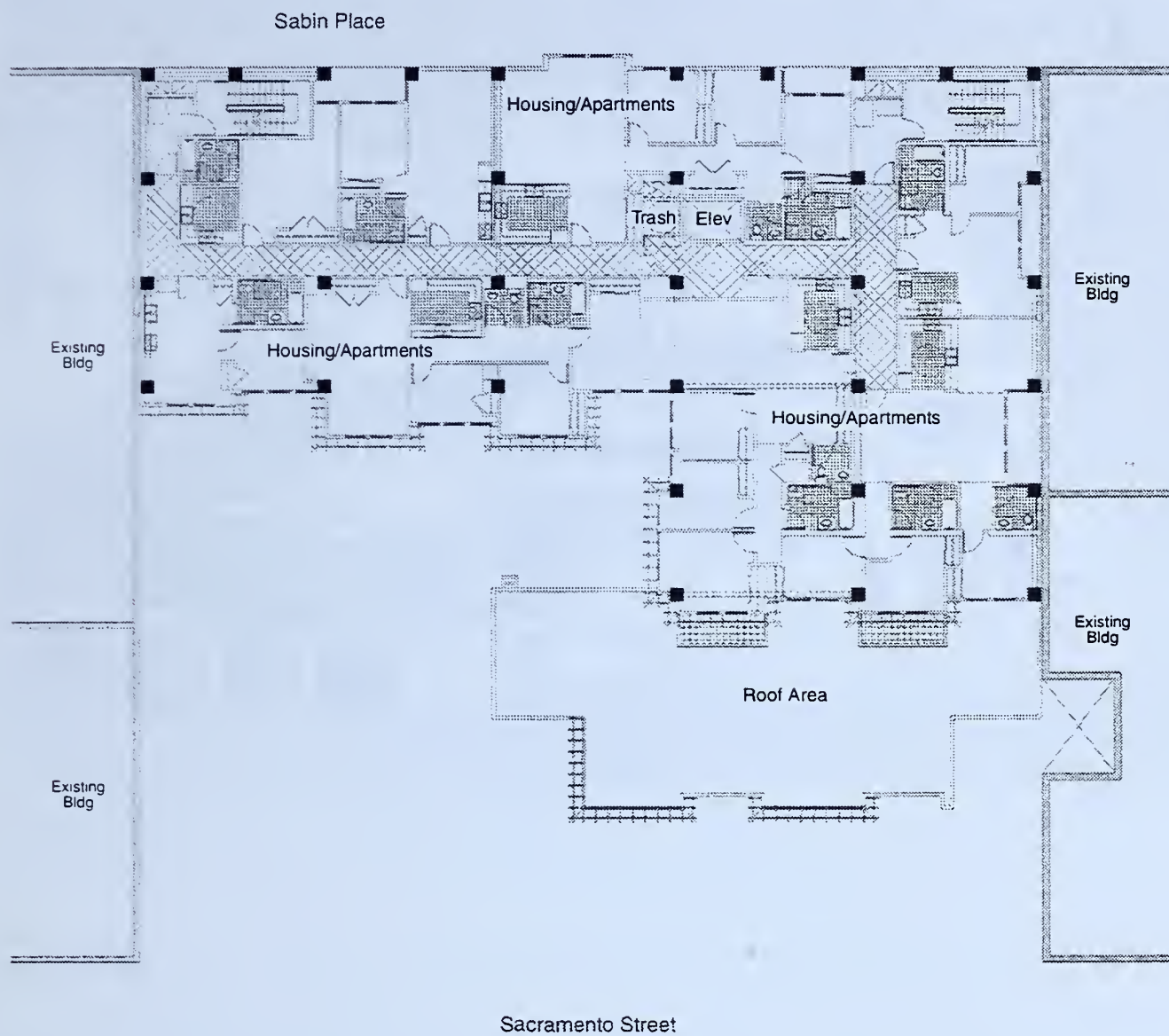
Source: Frank Fong Architects

SECOND FLOOR PLAN FIGURE 4



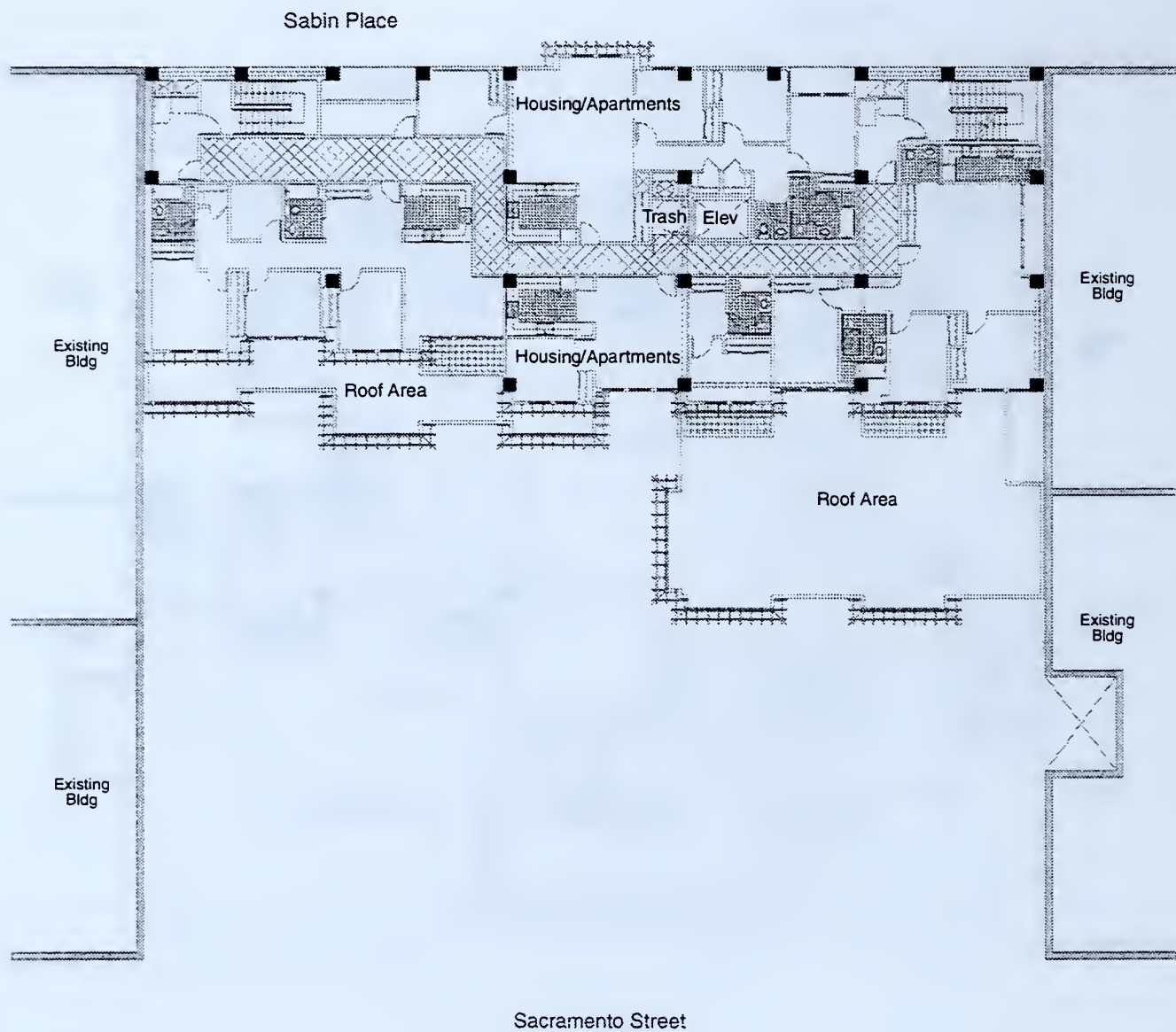
Source: Frank Fong Architects

THIRD FLOOR PLAN FIGURE 5



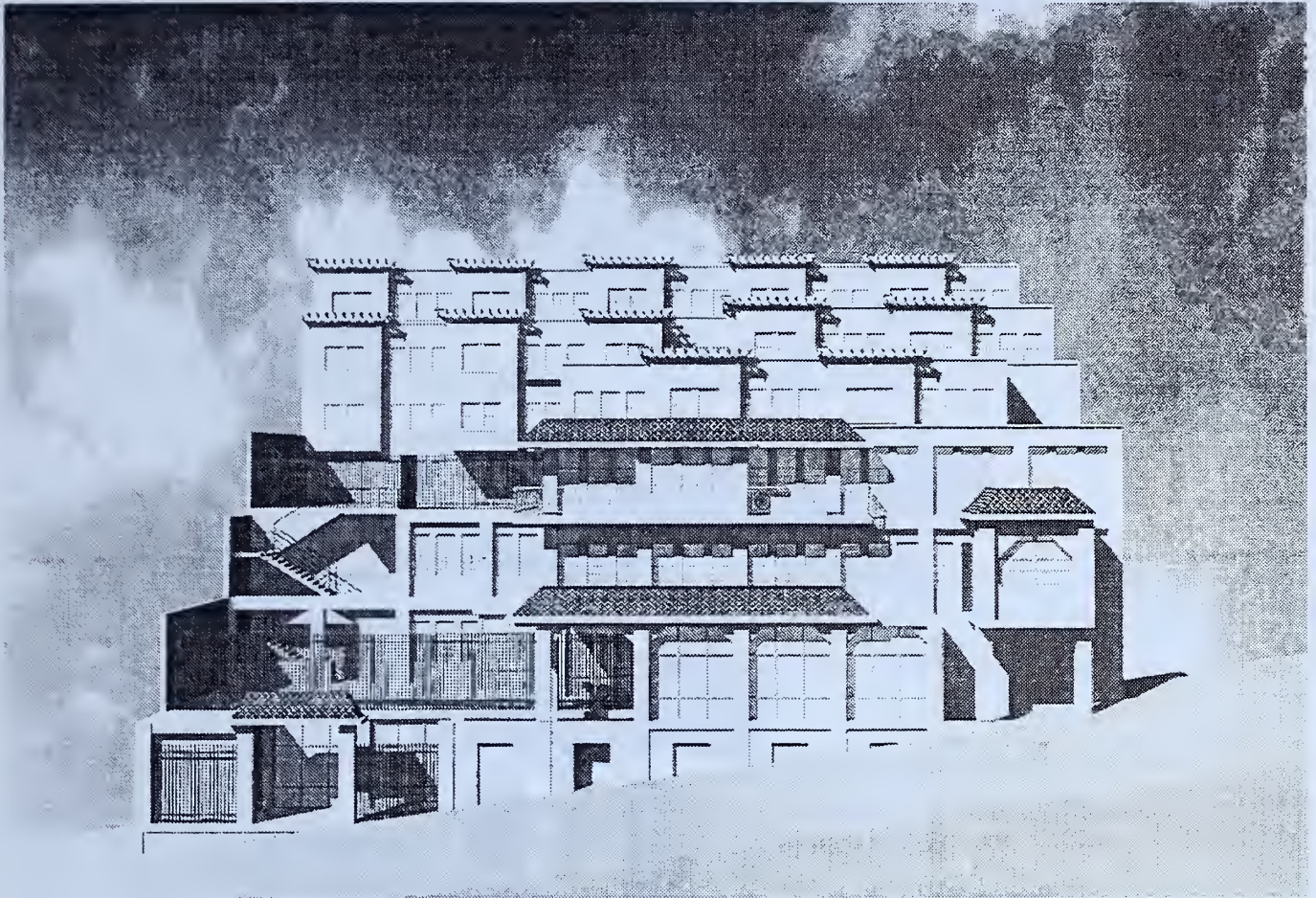
Source: Frank Fong Architects

FIFTH FLOOR PLAN FIGURE 7



Source: Frank Fong Architects

SIXTH FLOOR PLAN FIGURE 8



Source: Frank Fong Architects

SACRAMENTO STREET ELEVATION FIGURE 9



Source: Frank Fong Architects

SACRAMENTO STREET PERSPECTIVE FIGURE 10

The upper floors of the proposed building would incorporate varying front setbacks to reflect the topography of the site, which has a cross-slope with the southwest corner of the lot being the highest point. The proposed building would be articulated with entrance portals, projecting bay windows, balconies and decks to create shadow lines. The recessed entrances, decks and balconies are designed to create voids, which would contrast with the solid planes. The punched window pattern with glazed elements would reflect the predominant window treatment of the older existing buildings in Chinatown.

The proposed building would be constructed of concrete, steel, plaster and glass. The different exterior materials such as stone and brick veneer, painted concrete, wood trim, glass with metal mullion, stucco, fiber-cement siding, metal trellis, and green tile parapets at various locations would be intended to de-emphasize the horizontality of the design and add articulation to the facade. The free-standing green tile roof over the entrance walkway along Sacramento Street, which would be capped by a two-story entrance portal would provide pedestrian scale to the proposed building. Tile roofs or parapets are a common feature in many of the older Chinatown buildings.

Project construction would take approximately 15 months. The project construction cost is estimated at approximately \$12 million. The project sponsor is the YMCA of San Francisco, and the project architect is ED2 International.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Chinatown YMCA Project is examined in this Initial Study to identify potential effects on the environment. Some potential effects have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). These potential significant effects include effects related to historic architectural resources, transportation, and shade and shadow. The EIR will also discuss land use and visual quality issues for informational purposes.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential effects were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR:

Land Use: The proposed project would replace an existing community, physical fitness, residential hotel, and transient hotel use with expanded and updated community, physical fitness, and residential uses, which would be compatible with other uses on Sacramento Street and in the project vicinity. For informational purposes, land use will be discussed in the EIR.

Glare: The project would not use mirrored glass. Tinted exterior glass would be used to mute interior light sources. Exterior lighting would be directed or shielded to prevent glare on adjacent properties and streets.

Population: The project site is currently occupied by the Chinatown YMCA, which would be replaced with a larger, similar facility. Following project construction, the current daily population of approximately 750 facility users (health and fitness members, program participants, and community users) and 36 employees would increase to approximately 900 facility users and 70 employees, representing an increase of 150 facility users and 34 employees over current conditions. While noticeable to Chinatown neighbors, this increase would not substantially increase the existing areawide population. Because both new employees and new members would be drawn from existing San Francisco residents living in the area or working near the project site, the project would not generate an increase in demand for housing.

Noise: After completion, building operation, including project-related activities and project-related traffic would not perceptibly increase noise levels in the vicinity. Some increase in noise and vibration could be expected during construction. The project would be required to comply with the San Francisco Noise Ordinance for both construction noise and mechanical equipment operation noise after the project is occupied.

Air Quality and Wind: Construction activities could cause a temporary violation of ambient air quality standards in the site vicinity. A measure to mitigate potentially significant air quality impacts associated with excavation and construction activities is included as part of the project. The project would not substantially increase or alter existing winds, and would not cause winds to exceed the hazard criterion.

Utilities/Public Service: The project would increase the demand for public utilities and services, but not in excess of amounts expected and provided for in the area.

Biology: The project site is entirely covered by impervious surfaces with the exception of a small rear yard and is within an urban area which has been intensively developed since the middle of the nineteenth century. No rare or endangered plants or animals would be affected by the project.

Geology/Topography: A soils investigation was previously conducted on the project site. Detailed foundation and related structural design studies would be prepared by a California-licensed engineer prior to commencement of construction. The project sponsor and contractor would follow the recommendations of the final report regarding any excavation and construction of the project. Department of Building Inspection will review the geotechnical report and building plans for the proposed project, and will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction.

Water: The project site is currently covered by impervious surfaces, with the exception of a small rear yard at the southwest corner. The existing drainage conditions on the site would not be changed substantially by the project, but any necessary modifications would continue to direct runoff to the City's combined storm and sanitary sewer.

Energy: The project would be constructed to comply with performance standards of Title 24 of the California Code of Regulations, regarding energy conservation.

Hazards: A Phase I Environmental Site Assessment was prepared for the project site that concluded that there is no evidence of soil or groundwater contamination at the site. Abatement of lead-based paint and asbestos-containing building materials in the existing three-story YMCA building will be required prior to building demolition, and must be done in accordance with State and local regulatory requirements.

Archaeological Resources: The project area has been in the heart of a busy Chinese residential and commercial district since the Gold Rush era in the mid-1850s. Little topographic alteration was required on the site when systematic cutting and filling was taking place throughout the City in the latter half of the 19th century to bring ground elevations into conformance with established City standards. Therefore, if prehistoric/protohistoric and/or historic period cultural resources were ever deposited beneath the project site, those materials may remain, perhaps in a relatively intact state of preservation. Mitigation Measure No.2, page 26 would be implemented to ensure no significant impacts on cultural resources. Therefore archaeological resources will not be discussed further in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES

	<u>N/A</u>	<u>Discussed</u>
1. Discuss any variances, special authorizations, changes proposed to the Planning Code or Zoning Map, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental plans and policies are those, like the Bay Area Air Quality Plan, which directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City and County of San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. The proposed seven-story project with 47,040 gross square feet of community and physical fitness space and 37,210 gross square feet of residential space would not obviously or substantially conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision makers (in this case, the Planning Commission) independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

The San Francisco Planning Code, which by reference includes the San Francisco Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. A permit to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Code, or an exception is granted pursuant to provisions of the Code.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation

and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under CEQA or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project is consistent with the Priority Policies.

The existing and proposed community and physical fitness uses are principally permitted land uses in the CRNC District. The demolition of the existing residential hotel units and replacement with the proposed residential units would require Conditional Use authorization for exceptions to the *City Planning Code*. Development of the proposed project would result in an addition of residential use to the site as well as intensification of the existing use of the site, the specific impacts of which are discussed below under the relevant topic headings. The proposed project would also require Conditional Use authorization for exceptions to the *Planning Code* for the project's proposed height above 35 feet in the CRNC District; new construction on a site larger than 5,000 square feet, and with a lot width greater than 50 feet, a use size greater than 2,500 square feet; or an outdoor activity area located other than at the front of the lot. A variance will be required to reduce the off-street parking requirement.

The project would require demolition and building permit approval from the City and County of San Francisco.

B. ENVIRONMENTAL EFFECTS

All items on the Initial Study checklist incorporated herein have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect in the areas checked "No." Several checklist items have also been checked "Discussed," indicating that the text includes discussion of that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential adverse environmental effects are based on field observation, staff and consultant experience on similar projects, and/or standard reference materials available within the Planning Department such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1. <u>Land Use</u> - Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
a. Disrupt or divide the physical arrangement of an established community?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have any substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is within a Chinatown Neighborhood Commercial (CRNC) Zoning District. The surrounding area is a mixture of zoning districts, including P (Public Use), RM-4 (High Density Mixed Residential), C-3-G (Downtown General Commercial), CVR (Chinatown Visitor Retail), and CCB (Chinatown Community Business). The proposed project is in a 65-A Height and Bulk District.

The area surrounding the project site primarily contains a mixture of commercial and residential uses. Grant Avenue, comprising the heart of the Chinatown district, is lined with predominantly three- and four-story buildings housing ground-floor retail shops with residential and/or commercial uses above. Similar uses line Stockton Street and the block of Sacramento Street that includes the project site. Other uses on the block include the Gold Mountain Sagely Monastery and Bank of America in a three-story building on the northwest corner of Sacramento Street and Grant Avenue, offices for the *Asian Week* newspaper, and the Chinese Playground, across the street from the existing project site. Immediately east of the Chinese Playground is an historic three-story brick building currently undergoing seismic retrofit. Many of the buildings on this block are four, five, and six stories tall.

Sacramento Street west of Stockton is occupied almost entirely by apartment buildings ranging in height from 3 to 21 stories and providing from 10 to over 150 units. Also on this block are a neighborhood center, a residential hotel, and the Donaldina Cameron House, a social services agency. The Donaldina Cameron House is housed in the historic Occidental Board Presbyterian Mission House. Julia Morgan helped her students design this brick building, erected in 1907.

Immediately south of the project site are uses that front onto California Street, including a seven-story brick office building and a private parking lot for about 30 cars, separated by Sabin, a small dead-end alley. West of the parking lot and southwest of the project site is a seven-story, 60-unit apartment building.

The proposed project would change the existing residential hotel and transient hotel uses on the project site to residential uses and would intensify the existing community and physical fitness uses. The change in land use on the site would not be considered a significant impact of the proposed project because the residential hotel units would be replaced with residential units on a one-to-one basis or greater. Furthermore, the proposed community, physical fitness, and residential uses would be compatible with existing community, residential, commercial, and park uses on adjacent and surrounding properties.

The proposed project would be compatible with the development scale and density in the Chinatown area. The net addition of 25,170 gross square feet of YMCA community program and health and fitness space to the project site would intensify site use and activity in the project area. The scale and massing would be consistent with the scale and massing of residential and commercial development in nearby blocks. Surrounding and nearby blocks contain a mixture of residential development, which typifies the Chinatown district.

The proposed development project would be comparable in density to the five-story Chinatown Neighborhood Center at Sacramento and Stockton Streets, a half block away. It would be lower in density than eight- and eleven-story apartment buildings in the next block to the west. The proposed project would not divide or disrupt the physical arrangement of neighborhood because it would be developed on a single mid-block parcel. The project would be consistent and compatible with the existing uses on the project site in the surrounding area and would not have any substantial impact on neighborhood character.

Displacement of Residential Hotel Use

Demolition of the existing Chinatown YMCA building would displace residents from 21 residential hotel units, as well as occupants of 10 transient hotel rooms. Currently, there are 14 residential hotel units occupied. While displacement of the transient rooms would not adversely affect future patrons of these rooms due to the temporary nature of their stays and the availability of other transient hotel rooms in the City, the permanent residents of the residential hotel units would be forced to find new housing in a tight and expensive real estate market. The removal of these residential units would affect those least capable of coping with displacement in San Francisco's housing market (i.e., the elderly, disabled, and low-income residents). Section 812.38b of the *Planning Code* refers to the Residential Hotel Conversion and Demolition Ordinance (being Chapter 41 of the *San Francisco Administrative Code*), which governs the demolition and/or conversion of residential hotel units. The project would provide replacement housing on a one-to-one basis, as permitted by Chapter 41 of the *Administrative Code*, and would provide housing for a disadvantage population. Since there would be no net loss of housing, this impact would not be significant.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
2. <u>Visual Quality</u> - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Generate obtrusive light or glare substantially impacting other properties?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of any proposed project. The current proposal is no exception, and although the project design is intended to complement neighboring buildings in terms of organization, scale, and materials, others may feel differently upon studying the design proposal. Due to these potential differences of opinion, significant adverse effects related to design are limited to those which could have "substantial" and "demonstrable" negative aesthetic effects.

Although visual quality is subjective, given the project sponsor's intention to use exterior materials similar to buildings in the area and the fact the project would be in a densely developed area within a group of buildings of comparable height, the project would not result in a substantial or demonstrable negative aesthetic effect, nor would it substantially degrade the existing visual character of the site and its surroundings. Design considerations are left to the decision makers who must decide whether to approve or disapprove the proposed project, for reasons other than significant environmental effects. During the Conditional Use review process, more details about the final design proposal are typically available to the public and to decision makers than during environmental review. Aesthetic and design features of the project will be more fully considered and commented on at that time.

Scenic views currently available to the public in the vicinity of the project site are quite limited, due to the presence of dense urban development throughout the area. A narrow and distant view of San Francisco Bay and the Bay Bridge is visible to the east from the sidewalk in front of the site. This view corridor is defined by buildings on both

sides of Sacramento Street, including high-rise buildings in the downtown area, downhill from the project site. Viewing west up Sacramento is the top of Nob Hill and the tall apartment buildings flanking the street. The taller private buildings in the area may have more extensive views of the Bay to the east or north. The project would not alter any public views currently available. While the taller building may alter some views from private properties west of the site, the number of offsite receptors that could potentially be affected is small. Private views are not expected to change considerably, given that the neighborhood is densely developed and the existing YMCA building covers most of the site and reaches a height of 45 feet. For the reasons cited above, no significant visual impacts would occur, and this issue will not be addressed further in the EIR.

The project would comply with Planning Commission Resolution No. 9212 which prohibits the use of mirrored or reflective glass. The project sponsor has agreed not to use mirrored glass, to not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets. The project would not, therefore, generate obtrusive light or glare substantially impacting other properties; hence, glare will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
3. <u>Population</u> - Could the project:			
a. Induce substantial growth or concentration of population?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a large number of people (involving either housing or employment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The addition of approximately 25,170 gross square feet of YMCA space and about 31,920 gross square feet of residential space would increase the daily population on the project site by approximately 180 people. While this increase would be spread throughout the day, from 6:30 a.m. to 10:00 p.m., it would be noticeable to immediately adjacent neighbors. However, the project would not substantially affect the permanent population in the area, and the increase in daytime population would not significantly increase the existing area-wide population. While 14 residents in the residential hotel would be displaced by the project, approximately 100 new residents would be housed in a residential facility, resulting in an increase in long-term residents.

The number of employees on the site would also increase from the current number of 36 employees to approximately 70 staff following project implementation, based on the current staffing ratio. It is anticipated that the approximately 34 new employees would be drawn from existing residents in San Francisco, and that they would not generate an increased demand for housing in the City. Therefore, the project would not create a substantial demand for additional housing in San Francisco, nor would the project reduce the housing supply by an appreciable amount. No housing would be displaced by the project. Population and housing will not be analyzed further in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
4. <u>Transportation/Circulation</u> - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			<u>To be Determined</u>
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			<u>To be Determined</u>
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			<u>To be Determined</u>
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			<u>To be Determined</u>

A single off-street parking space would be provided in the proposed project. While most facility users would be expected to walk to the site, the project would cause an increase in area traffic, transit, and parking demand. The EIR will discuss potential effects of the project related to traffic and circulation, transit, and parking. Potential traffic impacts during construction will also be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
5. <u>Noise</u> - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate Title 24 Noise Insulation Standards, if applicable?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be substantially impacted by existing noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The proposed construction could generate noise and possibly vibration that may be considered an annoyance by occupants of nearby properties. However, due to the temporary and intermittent nature of construction noise, and the relatively high traffic noise levels already existing in the immediate area, it would not be significant. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (DBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 DBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Because project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the EIR.

The noise generated by occupancy of the proposed YMCA and residential units would be limited to vehicles dropping off and picking up patrons in front of the facility and the voices of people using the outdoor play areas, and would not be considered a significant impact of the proposed project. Such noise would not be significant within the urban context of the project area. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity. Hence, operational noise requires no further analysis and will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
6. <u>Air Quality/Climate</u> - Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Permeate its vicinity with objectionable odors?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects that the District considers capable of producing air quality problems. The project would not exceed this minimum standard. Therefore, no significant air quality impacts would be generated by the proposal.

Construction activities would not involve burning of any materials and would not create objectionable odor. Grading and other construction activities would cause a temporary increase in dust and other air pollutants. Dust emission during excavation would increase particulate concentrations near the site. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronics or communications equipment. To mitigate the potential effects on air quality, the project sponsor would require the contractor to wet down the construction site daily during demolition and construction to reduce particulates by at least 50 percent; would require covering stockpiles of soil, sand and other materials; would require the covering of debris, soil, sand, and other such material being hauled by trucks; and would require street sweeping around demolition and construction areas at least once per day (see Mitigation Measure 1, pages 25 and 26). The project sponsor would also require the project contractor to maintain and operate construction equipment so that exhaust emissions are minimized.

Section 295 of the City Planning Code protects public open space under the jurisdiction of the Recreation and Park Department from new shadows cast during the period between one hour after sunrise and one hour before sunset by structures exceeding 40 feet in height. The City Planning Commission may find the shadow impact of a proposed project exceeding the Section 295 criterion to be insignificant, after hearing the recommendation of the Recreation and Park commission. The existing YMCA structure, which is approximately 45-feet high, is across Sacramento Street from the Chinatown Playground, a park that is under the jurisdiction of the Recreation and Park Department and subject to the Section 295 regulations. The proposed project would be 65 feet in height with the first floor partially below grade. The extent of shadows cast by the new building will be analyzed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
7. <u>Utilities/Public Services</u> - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Extend a sewer trunk line with capacity to serve new development?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase demand for schools, recreation or other public facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Require major expansion of power, water, or communications facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project would increase demand for and use of public services and utilities on the site and would increase water and energy consumption, but not in excess of amounts expected and provided for in this area. Hence, the proposed project's potential effect on utilities and other public services requires no further analysis and will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
8. <u>Biology</u> - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require removal of substantial numbers of mature, scenic trees?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is covered with impervious surfaces and is located within an urban area which has been developed since the middle of the nineteenth century. No plant or animal could be affected by the project; therefore, no further analysis is required and this topic will not be included in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
9. <u>Geology/Topography</u> - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The elevation of the project site ranges from approximately 88.2 feet above Mean Sea Level (MSL) along the east side to about 108.2 feet MSL at the northwest corner of the sidewalk. The basement floor elevation of the existing building is approximately 94.3 feet MSL. This floor is about 12 to 18 feet below the adjacent sidewalk grade on Sacramento Street at the north side of the building. A 40-foot-wide paved sports court occupies the eastern third of the project site, and an unpaved back yard is located on the southwest corner of the property. The yard, with an approximate elevation of 90 feet, is bordered on the east by an 8-foot retaining wall and on the south by a 10-foot concrete walkway. The San Francisco General Plan Community Safety Element contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (see Maps 2 and 3 in the Community Safety Element).

Based on a previous geotechnical report on the project site that included soil borings, the site is underlain by 2.5 to 21 feet of fill, at varying depths across the site.¹ Fill materials in the area typically include sand, silt, clay, and rock waste from excavations, but may also contain brick, wood, concrete, and other manmade debris. Underlying the fill are natural soil deposits consisting of stiff to very stiff sandy clays and dense clayey sand. The sandy clay in one boring in the southeastern corner of the site was underlain by severely weathered sandstone of the Franciscan formation to the depth explored, about 15.5 feet. The subsurface investigation included five borings drilled to depths of 15 to 25.5 feet below the ground surface. Groundwater was encountered in only one of the borings, at a depth of 11 feet.

Construction of a partially below-grade ground floor and mechanical equipment below the lap pool for the proposed project would require excavation of most of the site to depths of 10 to 20 feet or more. Approximately 1,000 cubic

yards of soil would be removed. Given the depth to groundwater, it is anticipated that temporary dewatering would be required during construction.

Because there are no loose, clean, poorly graded, fine-grained sands, which is the type of soil most susceptible to liquefaction, the geotechnical consultant concluded that there is very little potential for liquefaction at the site. However, it is in an area delineated by the California Division of Mines and Geology as historically or potentially subject to liquefaction. For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare an updated geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazard(s).

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code, and no further analysis of geology and seismicity is required in the EIR.

NOTES - Geology/Topography

¹ Trans Pacific Geotechnical Consultants, Inc., *Report: Geotechnical Investigation, Proposed Additions, Chinatown YMCA Building, 855 Sacramento Street, San Francisco, California*, March 8, 1995. This report is on file at the Planning Department in Project File # 1999.536E, Fifth floor, 1660 Mission Street, San Francisco.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
10. <u>Water</u> - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Cause substantial flooding, erosion or siltation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As noted above, the depth to groundwater was encountered 11 feet below the site surface, though it may be less during years of exceptionally high precipitation. Due to the anticipated depth of excavation, site dewatering may be required during excavation. Any groundwater discharged during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of System Planning, Environment and Compliance of the Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. If dewatering were necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

The project site is currently covered by impervious surfaces, with the exception of a small rear yard at the southwest corner. Site drainage would be redesigned to take into account the below-grade structure, but site runoff would continue to drain to the City's combined storm and sanitary sewer. The foundation and portions of the building below grade would be water tight to avoid the need to permanently pump and discharge water. Natural groundwater flow would continue under and around the site. The project, therefore, would not substantially alter existing groundwater quality or flow conditions.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
11. <u>Energy/Natural Resources</u> - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

New buildings in San Francisco are required to conform to energy conservation standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection; and thus, no further analysis of energy is required in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
12. <u>Hazards</u> - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
b. Interfere with emergency response plans or emergency evacuation plans?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Create a potentially substantial fire hazard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Hazards

A Phase I Environmental Site Assessment (ESA) was prepared for the project site by Kleinfelder, Inc. in December 1999 (a copy of this report is available for review in Project File No. 1999.536E at the Planning Department, 1660 Mission Street, San Francisco). The ESA described the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous substances that could have affected the quality of soils or groundwater, and evaluated the potential presence of chemically-affected soil on the project site.

The project site was fully developed by 1887, the earliest year for which a Sanborn Fire Insurance Map was available for the site. At that time, the site was occupied by several two-story tenement buildings, some containing stores on the ground floor with residential units in the second stories. An alley called Oneida Place also crossed the site. By 1913, this alley had disappeared, and the project site was vacant. The existing YMCA building was constructed in 1925 and the site has remained unchanged since that time. At the turn of the century, properties surrounding the project site consisted of residential boarding houses, tenements, laundry facilities, stores, churches, and schools. A lumber company was located approximately 150 feet north of the site. By 1913, many of the neighboring properties had been cleared of structures and the lumber company was no longer present. Vacant lots were immediately north and south of the project site. Stores, dwellings, and vacant lots were adjacent to the west side of the site, while saloons, stores, a cabinet shop, and a printing shop were located to the east of the site. In ensuing years, the neighborhood was increasingly developed densely with residential structures with ground-floor commercial uses, such as exist today. By 1948, the alley named Sabin Place had been developed immediately south of the project site, bordered by an office building containing a print shop.

A current Hazardous Materials Registration Certificate is on file with the San Francisco County Department of Public Health which indicates that 77 gallons of hazardous liquids and 150 pounds of solid hazardous materials are stored on the site, including chlorine, acid, and base for swimming pool maintenance and chlorine bleach and soap for cleaning. Violations have been noted during inspections by Public Health, including a lack of secondary containment for the liquids, "Corrosive" labels for the tanks storing base and acid, and self-inspection records. The site inspection conducted as part of the ESA determined that the pool chemicals on the site were still lacking secondary containment. The inspection also revealed the presence of fluorescent light ballasts throughout the building that likely contain polychlorinated biphenyls (PCBs).

Asbestos

A survey of the existing building for asbestos-containing building materials (ACBM) was conducted in February 1995 by the M.F. Lundeen Company, an AHERA (Asbestos Hazard Emergency Response Act)-certified asbestos building inspector. The report noted that prior to the ACBM survey, a significant asbestos abatement project was carried out in the basement and boiler room. The subsequent 1995 survey identified suspected ACBM in other parts of the

building and multiple bulk samples were collected and analyzed. No asbestos was detected in any of the materials sampled, with the exception of some of the horizontal field roof samples. Because the roofing material is undamaged, the asbestos report recommended leaving it in place.

The remaining ACM in the roofing material would be disturbed during building demolition and could potentially pose a health risk to construction workers. Prior to building demolition or renovation or any construction activity, all potentially friable ACM must be removed in accordance with local and state regulations, Bay Area Air Quality Management District (BAAQMD), California Occupational Safety and Health Administration (CAL-OSHA), and California Department of Health Services (DHS) requirements. Prior to conducting any renovation or construction activities that would disturb friable ACM (including potentially friable ACM and non-friable ACM that could be rendered friable by the proposed activities), the ACM should be abated.

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work. The notification must include the names and addresses of the operations and the names and addresses of persons responsible; location and description of the structure to be demolished/altered, including size, age, and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or asbestos abatement work; nature of the planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation about which a complaint has been received. Any ACM disturbance at the project site would be subject to the requirements of District Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

The local office of the State Occupational Safety and Health Administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California Law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as part of the permit review process, would ensure that any potential impacts due to asbestos would be reduced to a level of non-significance.

Lead-Based Paint

The ESA did not survey and test the building for lead-based paint (LBP), though given the age of the building, LBP is likely present. The ESA recommended that a LBP survey be conducted prior to demolition of the existing building. The demolition of buildings containing lead-based paint must be conducted in compliance with Chapter 36 of the San Francisco Building Code, (Work Practices for Exterior Lead-Based Paint). Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The Ordinance contains performance standards, including establishment of containment barriers at least as effective at protecting human health and the environment as those in the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards promulgated by the U.S. Department of Housing and Urban Development, and identifies prohibited practices in disturbance or removal of lead-based paint. Any person performing work subject to the Ordinance shall make all reasonable efforts to prevent migration of lead-based paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The Ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/ or removed; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. There are other notice requirements in addition to those listed above. The Ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the Ordinance.

These regulations and procedures, already established as part of the building permit review process, would ensure that potential impacts of the proposed project due to the presence of lead-based paint would be reduced to a level of insignificance.

Fire Safety

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The final building plans for any new or modified office building project is reviewed by the San Francisco Fire Department and the Department of Building Inspection in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process. Therefore, hazards and fire safety require no further analysis and will not be discussed in the EIR.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
13. <u>Cultural</u> - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with established recreational, educational, religious or scientific uses of the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Prehistoric and Historic Archaeological Resources

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.¹ In its natural state, the project site and its immediate surroundings were located on a steep slope of one of the many hills located on the San Francisco peninsula. Elevations in the area ranged between approximately 70 and 160 feet above sea level. The site was situated roughly two and a half blocks west of the original shoreline of Yerba Buena Cove, a small, enclosed anchorage connected to San Francisco Bay. Yerba Buena Cove was fringed by a narrow beach that was sandy south of present-day Pine Street, but consisted of sticky mud north of Pine Street. West of the beach, the ground sloped upward, first gently, then into large and steep sand-covered hills. The project site was bordered on the north and south by two small ravines that ran downhill toward the bay, emptying into a fresh-water lagoon at the edge of the bay, near the west side of what today is Montgomery Street. Vegetation in the project area was probably similar to the vegetation found throughout most of the northern San Francisco peninsula, mainly grasses, scrub brush, and occasional stands of willows and oak trees.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. Due to the project site's relative proximity to the bay shoreline, it could conceivably have been the site of an encampment of these aboriginal hunters and gatherers. Previous research has shown that the fresh water sources passed along the northern and southern boundaries of the project site may have represented a favorable environment for a Native American settlement. In addition, a *temescal*, or sweat house, is known to have existed at the southwest corner of Sacramento and Montgomery Streets until 1842, approximately 265 yards from the YMCA site. The *temescal* was often an integral component of a village site. While no archaeological sites within the project site have been recorded, several deeply buried, previously unrecorded prehistoric sites have been discovered in

recent years within a one-mile radius of the site. Thus, the potential exists for archaeological deposits to exist within or adjacent to the proposed project site.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish or Mexican periods (1776-1835). The Mission Dolores and the Presidio, the principal centers of activity, were located at a considerable distance from the site. However, with the inception of the Early American era (1835-1848), substantial activity occurred in the vicinity of the site. The first permanent structure erected in 1836 in the newly established village of Yerba Buena (soon to be renamed San Francisco) was located just one block north of the project site, on what today is the southwest corner of Clay Street and Grant Avenue. The town plaza, Portsmouth Square, lay two blocks away, where it remains today at Kearny and Clay Streets. By 1847, the block bounded by Sacramento, California, Dupont (later renamed Grant), and Stockton Streets had been subdivided and sold to various individuals. The lot encompassing the project site was purchased on March 8, 1847 by Keaniu Cuani. However, based on an 1847 lithograph, it was still undeveloped in 1847, and probably remained undeveloped at least until 1848.

With the discovery of gold in the Sierra Nevada foothills in 1848, San Francisco began an explosive growth in population and building that transformed the small settlement of Yerba Buena (later renamed San Francisco) into an instant city. Much of this growth occurred in a burgeoning Chinatown centered around the project area, and by mid-1851, the project block contained approximately two dozen buildings of varying sizes, including four or five buildings on the project site. Although no accurate records exist, these buildings were likely small- to moderately-sized wood frame dwellings mixed with commercial businesses. Photographs show that by May 1855, the project block was completely and compactly developed with residences and businesses. There is a substantial possibility that significant subsurface cultural resources from the California Gold Rush era, with possible Chinese associations, exist on the project site.

Throughout the 1850s, 1860s, and 1870s, a systematic program of cutting and grading was occurring throughout San Francisco to bring elevation grades into conformity with an official city base system established by the Board of Supervisors. Municipal Order 608 established required elevations at the intersections of the four streets surrounding the project site, computed from a City base of zero. The required elevations were: 86 feet at California and Dupont (Grant), 68 feet at Sacramento and Dupont, 128 feet at Stockton and Sacramento, and 161 feet at California and Stockton. Historic maps of the area indicate that no appreciable topographic modification was required to bring the project site into conformity with the City's official grade system. Consequently, if prehistoric/protohistoric and/or historic period cultural resources were ever deposited beneath the project site, those materials may remain, perhaps in a relatively intact state of preservation.

Although details on the early development of the project block are not available, it was in the heart of "Chinese California," a district that since the beginning has supported the largest concentration of Chinese people in this country. In 1851, there were approximately 12,000 Chinese men and seven Chinese women living in California. After 1851, the Chinese population of the State began increasing substantially, with tens of thousands arriving. Although most of them headed to the gold mining areas (and continued to be mostly men), a populated Chinese quarter developed in the City, with Sacramento and Dupont Streets as the nucleus. Following conflagrations in 1850 that burned Chinatown to ashes, the district was quickly rebuilt and was increasingly dominated by the Chinese. By the 1890s, the Chinese numbered approximately 25,000 in the eight-block district whose boundaries have remained constant for 150 years.

The 1886 Sanborn Fire Insurance Co. map showed Sacramento Street, including the project site, lined with many crowded and tiny parcels of property labeled "Chinese Tenements" and "Female Boarding Houses." The rest of the block was also dominated by these uses, but also included joss houses (Chinese temples), saloons, a drying laundry, and a synagogue, and along Dupont Street also included a shoe factory and two Chinese cigar factories. The block remained largely unchanged until the 1906 earthquake and subsequent fire, which destroyed the entire Chinatown district.

Rebuilding of Chinatown proceeded somewhat slowly after the 1906 Great Earthquake, and in 1913, the project block was still three-quarters empty although Grant Avenue (the now renamed Dupont Street) was completely built up. Although seven small buildings, including a cabinet shop, carpenter's shop, and a printing shop, were clustered on Sacramento Street near Grant Avenue, the project site was completely vacant. However, by the 1920s, the project site and the rest of the block had been developed with the essential architectural characteristics that remain today.

In summary, the body of available historical and archaeological evidence suggests that there is a potential for encountering prehistoric/protohistoric archaeological resources at the site. While there is little likelihood of recovering cultural resources from the Spanish/Mexican era or Early American periods (1775-1848), a much greater

potential exists for encountering artifacts from the Gold Rush (1848-1857) and Later Nineteenth Century periods. It should be noted that the only systematic archaeological investigation to date within the borders of Chinatown took place in the late 1980s at the southwestern corner of Sacramento and Kearny Streets, two blocks east of the project site. The remnants of a Gold Rush era Chinese store were excavated, revealing nearly one million well-preserved artifacts, mostly of Chinese manufacture. That site constitutes one of the most significant historic period archaeological deposits ever encountered in San Francisco. If archaeological resources from this or any other historic or prehistoric period were to be encountered on the project site, they could potentially be historically and/or archaeologically significant.

Construction of the proposed project would require excavation of approximately 1,000 cubic yards of soil from the site. Given the possible presence of prehistoric/protohistoric artifacts within the confines of the site, a program of pre-construction archaeological testing and evaluation is recommended to determine the presence or absence of subsurface cultural resources of significance. With implementation of Mitigation Measure 2, page 26, in this report, the project's potential impact on subsurface cultural resources would be reduced to a level of insignificance. Archaeological resources, therefore, require no further analysis and will not be included in the EIR.

Since the project area does not have an established educational, religious or scientific use, the proposed project would not conflict with these uses. It would not conflict with the established recreational use on the site because it would entail an expansion of that use.

Historic Architectural Resources

Buildings in the immediate vicinity of the project site were surveyed between 1974 and 1976 as part of a City-sponsored citywide inventory of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. The existing YMCA building was assigned a rating of "1," (of contextual value).

In a 1986 proposed Chinatown Historic District, the building and site were listed as "Contributing" to the District in accordance to the definition in Article 10 of the *San Francisco Planning Code* (Preservation of Historical, Architectural and Aesthetic Landmarks). The building is not listed among buildings in Article 11 of the Code (Preservation of Buildings and Districts of Architectural, Historical, Aesthetic Importance in the C-3 Districts).

Although not listed on the National Register of Historic Places, the building has been surveyed for historic significance in 1979, 1982, 1986, and 1990. Each survey has indicated that the building appears eligible for listing.² Demolition of the building could therefore potentially constitute a significant adverse impact on historic architectural resources. The EIR will discuss historic resources on and in the vicinity of the project site and evaluate the impacts of the proposed project on these resources.

Notes - Cultural Resources

¹ Archeo-Tec, Inc., *Archival Cultural Resources Evaluation of the Proposed Chinatown YMCA Project, San Francisco, California*, January 2000. This report is on file at the Planning Department in Project File # 1999.536E, Fifth floor, 1660 Mission Street, San Francisco.

² Patrick McGrew, Architect, *The Chinatown YMCA Historic Structure Report*, May 2001. This report is on file at the Planning Department in Project File # 1999.536E, Fifth floor, 1660 Mission Street, San Francisco.

	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
C. OTHER			
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A discussion of approvals and permits necessary for the project is presented on pages 16 and 17.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	<u>Yes</u>	<u>No</u>	<u>N/A</u>	<u>Discussed</u>
1. Could the project have significant effects if mitigation measures are not included in the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following mitigation measures are related to topics determined to require no further analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures and includes other measures which would or could be adopted to reduce potential adverse effects of the project identified in the EIR.

The project sponsor has agreed to implement the following mitigation measures:

1. Construction Air Quality: The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least once per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.
2. Cultural Resources: The project sponsor shall retain the services of an archaeologist. During removal of foundation materials following demolition of the existing buildings on the project site, the archaeologist shall carry out a pre-excavation testing program to better determine the probability of finding archaeological remains on the site. The testing program shall consist of a series of mechanical, exploratory borings or trenches and/or other testing methods determined to be appropriate by the archaeologist.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist shall submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO, and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures shall be implemented by the project sponsor and might include a program of on-site monitoring of all pile driving and any site excavation that may be necessary, during which the archaeologist shall record observations in a permanent log. Whether or not there are archaeological finds of significance, the archaeologist shall prepare a written report on the monitoring program that shall be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor shall designate one individual on site as his/her representative. This representative shall have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of archaeological resources of potential significance be found during the monitoring program, the archaeologist shall immediately notify the ERO, and the project sponsor shall halt any activities which the archaeologist and the ERO jointly determine could damage such archaeological resources. Ground disturbing activities which might damage archaeological resources shall be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist shall prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which shall contain an assessment of the potential significance of the archaeological finds and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO shall recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might

include a site security program; additional on-site investigations by the archaeologist; and/or documentation, preservation, and recovery of archival material.

Finally, the archaeologist shall prepare a report documenting the archaeological resources that were discovered; an evaluation as to their significance; and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure shall be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report shall be sent to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey, Northwest Information Center. Three copies of the final report shall be submitted to the Office of Major Environmental Analysis, accompanied by copies of transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative, in which the project site would remain in its existing condition.
2. An Historic Architectural Resources Preservation Alternative, in which the existing building would be preserved and adaptively reused.
3. A Modified Historic Architectural Resources Preservation Alternative, in which the existing building would be preserved and adaptively reused with an addition partially above and at the rear of the building.
4. A Single Room Occupancy Alternative, in which the residential portion of the project would be SRO.

F. MANDATORY FINDINGS OF SIGNIFICANCE

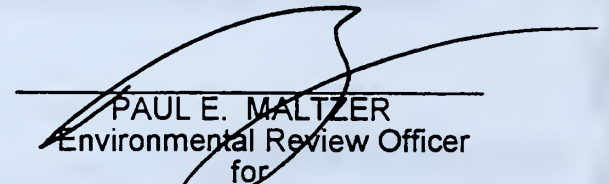
	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	<u>To be Determined</u>		
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	<u>To be Determined</u>		

The project would add approximately 24,040 square feet of community and physical fitness space and approximately 32,010 square feet of residential space, and would have transportation and related impacts that could be potentially significant. The EIR will consider and evaluate these issues and impacts. The existing building at 855 Sacramento Street is a potentially significant historic architectural resource. The building would be demolished as part of the proposed project, which could have a significant adverse impact on historic resources. The EIR will describe the historic resources on the project site and discuss the potential impacts of the project on these resources.

G. ON THE BASIS OF THIS INITIAL STUDY

- ☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: July 13, 2001


PAUL E. MALTZER
Environmental Review Officer
for
Gerald G. Green
Director of Planning

Appendix B

Intersection Level of Service Designations

APPENDIX B

INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table B-1 provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table B-2 provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE B-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	Minimal Delays: an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	Tolerable Delays: Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	Significant Delays: Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	Excessive Delays: Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE B-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

- Level of Service A: Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
- Level of Service B: Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.
- Level of Service C: Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.
- Level of Service D: Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.
- Level of Service E: Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination of adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
- Level of Service F: Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

Appendix C

Distribution List



APPENDIX C DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

FEDERAL AND STATE AGENCIES

Northwest Information Center
Sonoma State University
1303 Maurice Ave.
Rohnert Park, CA 94928
Attn: Leigh Jordan

State Office of Intergovernmental
Management
State Clearinghouse
1400 Tenth Street, Room 121
P.O. Box 3044
Sacramento, CA 95812-3044

California Department of Transportation
Office of Transportation Planning - B
P.O. Box 23660
Oakland, CA 94623-0660
Attn: Nandini N. Shridhar

Office of Historic Preservation
California Dept. of Parks & Recreation
P.O. Box 942896
Sacramento, CA 94296-0001
Attn: Dr. Knox Mellon

REGIONAL AGENCIES

Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050
Attn: Suzan Ryder

Association of Bay Area Governments
101 8th Street
Oakland, CA 94607
Attn: Jean Pedersen

Regional Water Quality Control Board
San Francisco Bay Region
1515 Clay St., Suite 1400
Oakland, CA 94612
Attn: Judy Huang

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109
Attn: Joseph Steinberger

Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607
Attn: Craig Goldblatt

CITY AND COUNTY OF SAN FRANCISCO BOARDS, COMMISSIONS AND DEPARTMENTS

Aaron Peskin, Brd of Supervisors
City Hall Room #244
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Department of Building Inspection
1660 Mission Street
San Francisco, CA 94103
Attn: Frank Chiu, Superintendent

Landmarks Preservation Advisory Brd.
1660 Mission Street
San Francisco, CA 94103
Attn: Andrea Green, Board Secretary
Paul Finwall, Chair
Tim Kelly, President
Suheil Shatara, Vice-President
Daniel Reidy
Penney Magrane
Ina Dearman
Nancy Ho-Belli
Jeremy Kotas
Elizabeth Skrondal

Mayor's Office of Community Development
25 Van Ness Ave., Suite 700
San Francisco, CA 94102
Attn: Pamela David, Director

Marcia Rosen, Director
Mayor's Office of Housing
25 Van Ness Ave. # 600
San Francisco, CA 94102

Judy Boyajian, City Attorney
City Attorney's Office, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Sarah Owsowitz-Klein, Deputy City Attorney
City Attorney's Office, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

Bureau of Energy Conservation
Hetch Hetchy Water & Power
1155 Market Street, 4th Floor
San Francisco, CA 94103
Attn: John Deakin, Director

Maria Ayerdi
Mayor's Office of Economic Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Public Utilities Commission
1155 Market Street
San Francisco, CA 94102
Attn: Anson B. Moran, General Manager

Recreation & Park Department
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117
Attn: Deborah Learner
Robert McDonald

Police Department
Planning Division Hall of Justice
850 Bryant Street, Room 500
San Francisco, CA 94103
Attn: Capt. Timothy Hettrich

San Francisco Planning Commission
1660 Mission Street
San Francisco, CA 94103
Attn: Linda Avery, Commission Secretary
Hector Chinchilla, President
William W. Fay, DDS, Vice-President
Anita Theoharis
Roslyn Baltimore
Cynthia Joe
Jim Salinas
Myrna Lim

San Francisco Department of Public Works
Bureau of Street Use and Mapping
875 Stevenson Street, Room 465
San Francisco, CA 94103
Attn: Barbara Moy

San Francisco Department of Parking &
Traffic, Traffic Engineering Division
25 Van Ness Avenue
San Francisco, CA 94102
Attn: Bond M. Yee

San Francisco Fire Department
Division of Planning & Research
698 Second Street
San Francisco, CA 94107
Attn: Lorrie Kalos, Asst. Deputy Chief

San Francisco Public Transportation Dept.
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115
Attn: Peter Straus, Mgr. of Service Planning

San Francisco Real Estate Dept.
25 Van Ness Avenue, 4th floor
San Francisco, CA 94102
Attn: Anthony Delucchi, Director of Property

LIBRARIES

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